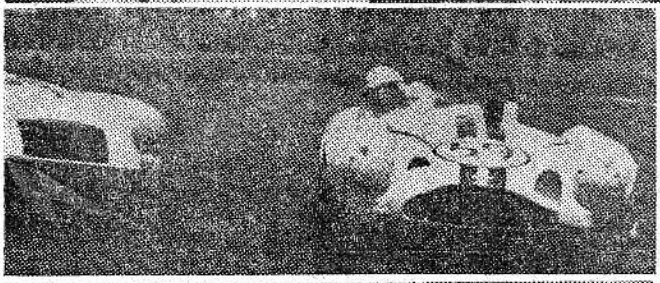
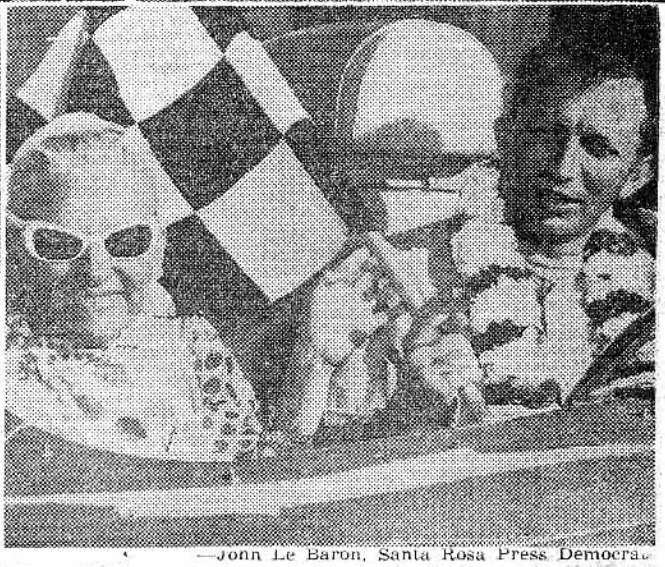
MOTOR RACING

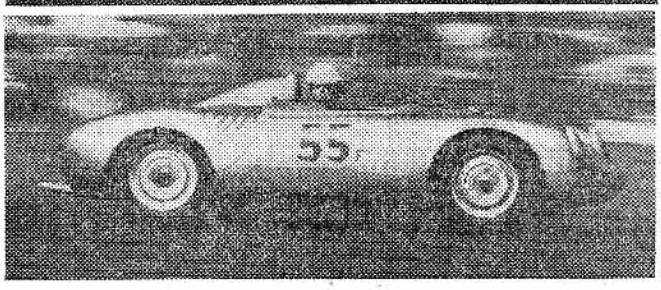
Vol. 2—No. 21 (Published Bi-weekly) except last issue of calendar year Los Angeles, Calif. 15c © Aug. 9-16, 1957

VON NEUMANN, MILES AT POMONA; OKER-DRAKE AND WEISS AT COTATI

—See Page 1







—John Le Baron, Santa Rosa Press Democrat

TOP PHOTO shows winners of the 6-hour endurance race staged last Saturday at Cotati Air Strip, near Santa Rosa, by SF Region of SCCA. Center is Bob Oker, who teamed with Bob Drake, right, to win in an Aston Martin DB3S. With them is Joe Lubin, owner of the car. Left center panel: Oker rounds turn 1; left lower panel: Sam Weiss, winner of Sunday's big race in Porsche Spyder, at speed; right lower photo shows the triumphant Weiss and his blonde wife after the victory. Weiss and George Gartung finished second in the enduro, driving a Porsche RS Spyder. All proceeds went to Hanna Boys Center and the Snell Memorial Foundation.

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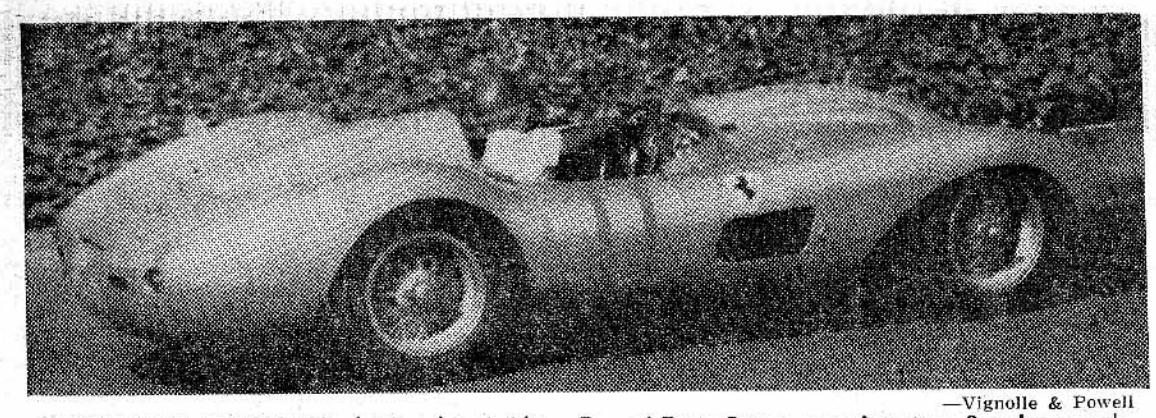
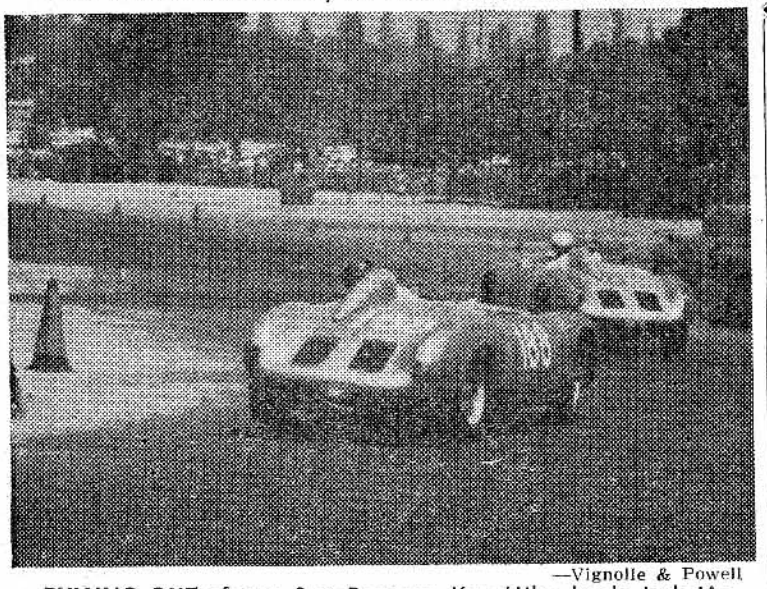


—Vignolle & Powell

JOHN VON NEUMANN, driving his 2.5-liter Ferrari Testa Rossa, goes into turn 3 as he speeds to victory at Pomona in the big race for over-1500cc modifieds. He averaged 84.1 mph in the CSCC feature and won by 46 seconds over Bob Drake. It was a 1-hour race.



—Vignolle & Powell

PULLING OUT of turn 3 at Pomona, Ken Miles leads Jack McAfee. Both were driving Porsche RS Spyders. Miles lapped the entire field and set new course record of 84.4 mph. McAfee later was forced out when a connecting rod pulled apart.

VON NEUMANN, MILES TRIUMPH AT POMONA

BY GUS V. VIGNOLLE

Equipe Von Neumann took the whole ball of wax at the fourth running of the Pomona Road Races last July 28.

Johnny von Neumann, himself, still finding the 2.5-liter Ferrari Testa Rossa the best car he ever raced, captured the over-1500c feature for modifieds.

And his No. 1 driver, Ken Miles, as usual, had it all his own way in the under-1500 with the Porsche RS Spyder.

Johnny, who could never get anywhere with the big Ferraris, but came back to win with a Porsche Carrera coupe at San Diego and this same 2.5 Ferrari at Salt Lake, had it all cut out for himself when Chuck Daigh was forced out of the picture.

Complete Pomona Charts on Pages 4, 5 and 11.

Von Neumann won handily—by 46 seconds—and averaged 84.1mph, a new record for this race class. Actually, practically every record fell by the wayside, because this time they ran counter clockwise (times are nearly always faster in this direction).

DRAKE SECOND

Second in the big-bore was Bob Drake, in Joe Arciero's big 4.9 Ferrari, who was followed by Richie Ginther, 2-liter Ferrari Testa Rossa; Bob Oker, Aston Martin, and Jack Bates, Ferrari Monza.

Thirteen out of a field of 21 finished, and it was a big day for the Italian Ferraris and the German Porsches, for they took the first three places in the over- and under-1500 races, respectively.

Daigh, in the T-Bird-powered Troutman-Barnes Special, jumped into the lead of the 1-hour main at the outset and led easily for 5 laps. By the 6th tour, von Neumann, his car holding the course beautifully and accelerating magnificently out of the turns, crept up on Daigh and hounded him for 3 laps.

When Daigh's differential fell apart, von Neumann took the lead on the 9th lap, followed by Eric Hauser, Balchowsky Buick

(Continued on Page 5, Col. 3)

Another One for Fangio—and a 5th World Title

ADENAU, Germany, Aug. 4—By virtue of his victory in the Grand Prix of Germany here today, Argentinian Juan Manuel Fangio scored enough points to win his fifth World's Championship, a feat unprecedented in auto racing history.

At the helm of a 3-liter Maserati, Fangio averaged 90mph on the 318-mile course and staged a dramatic finish to contain a bid by Mike Hawthorn, Britain, who was second in a Ferrari.

Other finishers: 3. Peter Collins, Ferrari; 4. Luigi Musso, Ferrari; 5. Stirling Moss, Vanwall; 6. Jean Behra, Maserati; 7. Harry Schell, Maserati; 8. Masten Gregory, Maserati.

BEHRA VICTOR AT CAEN, PILOTS BRM

CAEN, France, July 28—Thanks to excellent piloting by Jean Behra, BRM chalked up its first major win of the Grand Prix season here today in the fifth Caen running over the approximate 188-mile course.

Behra averaged 92.9mph as he finished ahead of Britain's Roy Salvadori in a Cooper. Britain's Bruce Halford was third while Joachim Bonnier of Sweden was fourth, both in Maseratis. The event is not counted on the World's Championship circuit.

SHELBY LIME ROCK VICTOR IN MASER

LIME ROCK, Conn., July 28—Wheeling an Italian 4.5-liter Maserati, lanky Carroll Shelby of Dallas, Tex., won the featured event here today, averaging 78.2mph.

OKER-DRAKE CAPTURE 6-HOUR ENDURO; WEISS POSTS VICTORY

SANTA ROSA, Calif., Aug. 4—Two of the roughest, toughest hard-driving pilots in the business, Bob Oker, of Whittier, and Bob Drake, of Redondo Beach, drove an Aston Martin DB3S to victory yesterday in a 6-hour endurance race staged at near-by Cotati Air Strip.

And today another rugged customer, little Sammy Weiss, of Sacramento, boomed his Porsche 550 Spyder to a win in the feature 30-lap event that saw both the small and big modifieds going in the same race.

Weiss' accomplishment was all the more spectacular because in the enduro he and George Gartung finished second in a Porsche RS.

Complete Cotati Charts on Pages 7 and 8.

Oker took the lead at the start of the 6-hour go, and the car stayed there all the way. He and Drake traded places every 1½ hours. They covered 224 miles in Joe Lubin's mount for 425.6 miles around the 1.9-mile course and averaged 70.93mph.

Weiss and Gartung covered 223 laps. Then came Pearce Woods-George Dilloway, Aston Marti DB3S; Johnny Porter-Eldgon Beagle, Porsche Spyder 550, and Jim Lowe-Bob Cole, Lotus Le Mans.

INDEX WINNERS

Two other Southern Californians, Gary Nelson and Jim Moore, driving a Porsche Carrera, were the index-of-performance winners. They were 11th overall. Next came Weiss-Gartung; Woods-Dilloway; Porter-

(Continued on Page 7, Col. 3)

Veteran Cars Go At Catalina

The roughest road race course in the world on Catalina Island will be the scene of the 5th annual Veteran Car Races, Aug. 17-18.

Lindley Bothwell has entered 6 cars—Henry Banks, 1914 Black Widow Ford; Walter Rosenthal, 1914 Ford; Bothwell, 1913 Cadillac; Jesus Chavez, 1910 Simplex; Howard Campbell, 1911 Buick, and Duane Alan, 1912 Cadillac.

Record-Breaking Rallye Won By Bechtel Duo; 574 Entries

Posting a meager 8-second error for the 135 miles traversed, Driver Joseph Bechtel and his wife, Celia, the navigator, won the mammoth Rallye de Oro III for benefit of Muscular Dystrophy—the biggest navigational rallye ever held in the U.S. with 574 entries!

Members of the Pacific Sports Car Club, they drove a Triumph TR2.

They beat by 9 seconds three couples that tied for 2nd—F. Stevens-D. Pieper, Austin Healey; R. Jones-M. Jones, Porsche, and J. Brownlee-R. Donahower, Alfa Romeo.

The rallye started and finished at Pasadena's Rose Bowl, July 21.

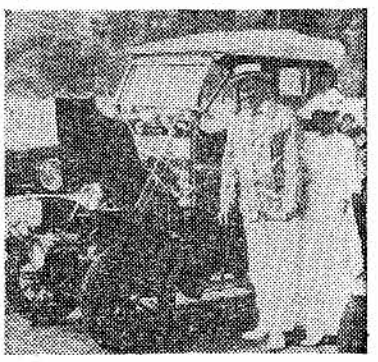
Of the 574 entries, 552 actually ran the rallye, and of these, 511 finished completely without missing a checkpoint. Sixty-one So. Calif. sports car clubs participated, with 45 having 5 entries or more, thus qualifying for a "Best of Club" trophy.

Austin-Healey Owner's Club had the largest club entry with 29 members.

PIERCY RALLYEMASTER

Bob Piercy was rallyemaster of the flawlessly-run event which

(Continued on Page 8, Col. 1)



—Woods & Landon

OLDEST CAR in Muscular Dystrophy rallye was this 1909 Renault, owned by Mr. and Mrs. W. P. de Goede, members of Renault Owners' and Horseless Carriage clubs.

—Vignolle & Powell

ALL-GIRL TEAM which won tall trophies donated by MOTORACING in huge Rallye de Oro were Jean Correnti, left, driver, and Pamela Kovacevich, navigator. They're from Radioplane SCC, and drove a Thunderbird. In center is Smilin' Sam Hanks, who made the awards.

—Vignolle & Powell

BIGGEST RALLYE EVER—Third and fourth from left are Celia and Joseph Bechtel, winners of Rallye de Oro III, an all-clubs event staged July 21 for benefit of Muscular Dystrophy. They drove a Triumph TR2. Event drew 574 entries, biggest navigational rallye ever held in the U.S. From left: Bill Doyle, prexy of Santa Monica FCCA, sponsoring club; Rallyemaster Bob Piercy, the two winners and Sam Hanks, Indy victor, who presented trophies at Poinsettia Playground.

• Racing Pow-Wow

By Maury Powell

QUITE A SETUP COREY HAS OUT PASADENA WAY

ALL TOO frequently we've heard the gripe from sports car owners that obtaining proper service for their imported bombs in the style to which they'd like to become accustomed is a large factor in the volume business done by Anacin, Bayer's, et al.

In prowling the Southern Cal area, I stumbled across Bill Corey's setup in Pasadena. Corey isn't the chap who fixes up all those Detroit wagons continually being discovered on used car lots and generally traced by glib-gabbed salesmen as having been mothered by Pasadena schoolmarms.

He is the chap who's West Coast rep for Judson superchargers, does experimental work for Jaguar, handles Western research for the famed Weidenhoff instrument firm and helps establish standards for Clayton, the dyno moguls. Among other things, that is.

I was impressed by the Corey layout first step therein. It had an adequate waiting lounge bracketed by Colorado on one side and a tasteful product display area on the shop side.

Everything was clean and neat as a pin as one walked in, and this prevailed throughout the entire garage, I was to discover.

The 6,000 sq. ft. spread boasted an amazing array of instruments and devices, some with radar gizzmos that were remindful of my years with an ack-ack battery in WW II.

Devices for All Kinds of Checkings

Included were: a Weidenhoff Distrib-U-Scope for checking points, ignition systems, wiring, combustion, etc.; and English Electric Ignition Tester; a Clayton dyno; Allen portables for checking air-fuel ratios; and Allen Uni-Tuner that checks actual voltage at the spark plug, checks distributor advance and the entire electrical system; a Snap-On cam-angle meter that checks factory-specified distributor functions; Stewart-Warner electronic wheel-balancer; Black and Decker valve shop and many, many more goodies.

Corey's has two frame-contact hoists adjustable to any frame and even the unitized body autos are simple to handle.

Corey has been around lakesters and all types of fast autos for a good many years. He's gathered around him a capable staff for any and all types of imported autos.

The plant has only been open since the first of the year.

★

If you're interested in drag racing, the National Hot Rod Ass'n is staging its 3rd Annual National Championships Aug. 30 through Sept. 2 in Oklahoma City. Classes are under—and over—1500 cc modified and production. Contact NHRA, 1171 N. Vermont, L.A. 29, NO. 3-2158, for added info.

MOTORACING will award each entry a free 3-month subscription, each of the four class winners a free one-year sub, a trophy for the best appearing car and crew and one for best overall time.

Bryan's Monza Slice Was $34,679.26

An official prizze money breakdown shows that Jimmy Bryan won $34,679.26 in the Monza 500. Of which he'll collect about 50 per cent from Car Owner, Al Dean. Troy Ruttman's second was worth $20,666, with third dropping off to $5,870 for Johnnie Parsons. Jack Fairman, fourth, earned $3,642, while his Jaguar teammates, John Lawrence and Ninian Sanderson, picked up $2,882 and $2,390, respectively.

Firestone tires contributed $7,000 of the total $91,865. Champion spark plugs anted up $3,000 and Mobiloil $2,500.

Cost of putting on the show including prize monies accessory firm awards and expenses for 10 American crews amounted to $119,865.

It doesn't appear that the Italian promoters came out smelling Chanel No. 5 on that one. More like pizza-with-anchovies, hold-a the mushrooms.

Dates Set for Daytona Beach Action

Despite Detroit's apparent withdrawal from auto racing participation, Bill France, president of the National Association for Stock Car Auto Racing, Inc., world's largest in its field, has announced dates for his 9th Annual International Safety and Performance Trials.

It's set for Feb. 9-23 on the world-famed Daytona Beach, Fla., course. Main events are the 125-miler for modified-sportsman autos, the 160-miler for late model convertibles and a 160-miler for late model passenger autos. There'll be the usual measured mile runs.

However, nothing has been said about another sports car road race such as was run at New Smyrna Beach Airport.

You may recall that Carroll Shelby won the feature in John Edgar's Ferrari. The event was a non-sanctioned affair ostensibly staged by Paul Whiteman, famed baton-wielder, but actually bankrolled by NASCAR. Financially, it was so-so.

★

Art Sparks, the Forgedtrue piston mogul, is working on a new lightweight piston for Porsche made of thorium. He makes all the Indy Offenhauser pistons, ya know. Thorium is under AEC control, but Art has a 2000 lb. allotment.

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LETTERS to the Editor

WORD FROM WESTPORT

Your commentary concerning the sportsmanship displayed at the recent Lime Rock Races and involving Bruce Kessler and the Cunningham team was hardly based on fact as I am sure that you are aware that Mr. Kessler, in this same issue of the publication, "PIT STOP," made a public statement to the effect that there had been no incident involving sportsmanship, but that he was simply beaten by a faster car and a more experienced driver. He further stated that the two drivers mentioned were personal friends of his and that there were certainly no hard feelings.

Since these facts were available at the time your publication went to press one can but assume that you are more interested in sensationalism and making good copy than in factual and honest race reporting—even to the point of deleting pertinent information and distorting facts.

Further your quarrel with Mr. Miles would seem to stem more from personal feelings than from a sincere interest in the sport. There are other drivers who are just as professional as Miles and there are drivers who are just as dangerous on a race course. The fact that you do not agree with Mr. Miles personally or the fact that Mr. Miles does not agree with the SCCA does not make everything the man does wrong. Certainly the ethics of journalism are too high for a publication to be an airing place for a personal quarrel.

Your quarrel with the SCCA also seems to be based more on a search for good copy than on fact. You state that there are more good drivers cars on the West Coast than in the East. There are those of us that disagree with that and reply that your people are quite welcome to come East and join in the competition. It is certainly no further from Los Angeles to New York than vice versa. As to having more National Events in the West—I am sure that you are familiar with the SCCA procedure for staging races and that from this familiarity with the regulations you should know that there can be as many Nationals in the West as you are able to run. People in the East are able to raise the sanction fee, so I am sure that it could be done in the West too.

I would further like to comment that if you are an SCCA member, you have a right to vote and to help elect the club's policies and its officials. And if you are not a SCCA member, then I suggest that you are interfering with an affair that is purely club business and that further you have neither the knowledge of the sport that you pretend nor do you have enough interest in the sport to do something about these things that you consider wrong. I submit that it takes far more courage to do something about a situation than it does to senselessly and unfairly complain about it and hinder those who do take an active part.

Journalism is a powerful weapon and it can be a weapon for good or evil depending on whether its authors seek genuine accomplishment or merely seek personal glory.

R. Foster
Westport, Conn.

EDITOR'S NOTE — These facts were NOT available when we went to press. Kessler's wire was printed almost 2 months after the race. Furthermore, Tom Wilson merely mentioned an incident that had been printed in Pit Talk. Regarding driving talent, that was a personal opinion in a column for personal opinion, and such will continue to be expressed. Brother Foster to the contrary notwithstanding. That goes for the Miles issue, too! And SCCA's business is the public's business, and not just members' business, because the public PAYS to watch SCCA races. This publication acts in the interest of the PUBLIC, not the SCCA National Pharaohs, who do a fine job of keeping things fairly secret!

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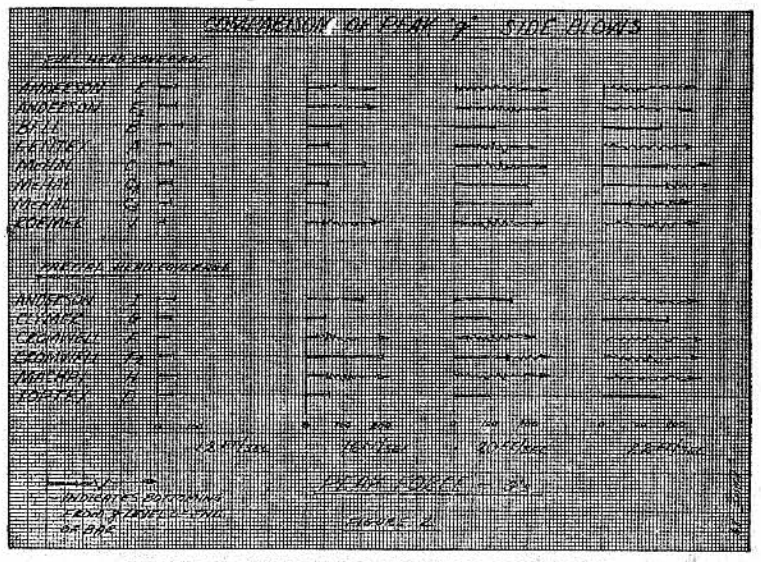
Only Helmets With Non-Resilient Liners Hold Up in Tests

EDITOR'S NOTE—This is the second of a series of three articles on the Comparative Impact Tests of Racing Crash Helmets conducted under sponsorship of the Snell Memorial Foundation, a trusteeship of the San Francisco Region, Sports Car Club of America.

By GEORGE G. SNIVELY, M.D.
Director of Medicine, Sacramento County Hospital

WHILE WE are still talking about the mechanics of the test, it might be well to mention the helmets that were tested. They were the Anderson, Bell, Gentex, McHal, Roemer, Clymer, Cromwell, Machpi and Toptex helmets.

Not only the standard helmet on the market, but also an experimental model was tested for the Anderson people. The Gentex helmet tested was experimental as were the Bell and two of the McHal helmets. But the point that I think should be stressed is that we weren't being chippy on this test: we were letting them bring in their previously unsold model—**new** models that they



POINT AT WHICH BOTTOMING OCCURRED

had never tested before, even though they were loading the gun a little bit as far as some of the opposition was concerned.

The next phase should be a discussion of the results of the tests. A summary of the most important characteristic determined is included on page 19 of the report, which shows graphically the point at which bottoming occurred. This you will recall, is thought to be the very significant end-point which could be used to compare one helmet with another. How soon does it "bottom"? How much force does it take to make it "bottom"?

BOTTOM OUT AT LOW ENERGY LEVELS

To get on with the discussion of the results: there is a very significant difference among these several helmets that we tested. Some of them bottomed out almost immediately; at very low energy levels. Some of them bottomed out at the very low point of a velocity equivalent to 12 feet per second; most of them, however, did a little bit better by the time we got to the maximum velocity that the particular set-up could produce without breaking the machinery, which was 22 feet per second.

This is the equivalent of about 15 miles an hour. **Every single helmet** that **did not use a non-resilient** liner **bottomed out.** The only helmets which still had protection available at this peak velocity were the three helmets that used a non-resilient liner, which happened to be the experimental model of the Bell, the Toptex helmet, and the Clymer. All three of them used the same kind of rigid plastic material, and showed up very nicely.

One of the best things about these results is that there was no intermediate business of shades of grey. They were either black or white. It would have been difficult to arrive at a conclusion if there had been a broad overlap of performance, with no sharp differences between helmets. But the nice thing about it is that it very conclusively puts things into two categories: they are either black or white. Either they worked or they didn't work, and very definitely the ones that had a non-resilient liner **did not** bottom

(Continued on Page 8, Cols. 1-2)

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• Vignettes

By Gus V. Vignolle

RHODE TELLS A GOOD ONE . . . FINE EFFORT BY KESSLER

FRANK RHODE, mine host from Transport Motors in Oakland, who had a spread of Cornish game hens, 16-inch filet mignon hot dogs and barbecued corn at the Cotati races, was telling the boys about **Chief Crazy Horse.**

The Chief is an Indian heavyweight who can slug it, too. Frank related to the gang gathered around the VW MOTORACING bus how the Chief had won just the other night.

BILL LOVE
Knows His Driving Business

Chief Crazy Horse refuses to sit between rounds. He just stands there gabbing with his seconds.

When they raised his glove in victory, Frank went on, a spectator yelled, "Hi, Chief. Good, good! Congrats!"

The 100 per cent American sent the crowd into spasms, Rhode concluded, with this Yiddish: "Voos moxstoo?"

And **Tom Wilson,** who is on the verge of sending this observer into a solid deal that may mean early retirement from all this bullcon, told of a nifty he noted in Saturday Review.

It had to do with the report that **Frank Scalise,** 55, long-time underworld figure, had been shot and killed in gangland fashion as he stopped in the doorway of a Bronx fruit store to light a cigarette.

"The immediate comment by a sarcastic teenager," Tom quoted the publication: 'I guess they didn't want him to get cancer'."

From SR, Wilson also plucked this nifty: "Did you hear about the pawnbroker's daughter who wouldn't allow much on the old couch?"

He Did Quite Well in Eastern Races

Bruce Kessler, the young hot dog and bathing suit scion, is back after a fling in Eastern racing and an "almost" at Le Mans. In the 24-hour classic he was listed as the No. 2 driver with **Ed Hugus** in a Porsche Spyder. Just before the start of the race they came up to him and told him he was No. 3. **Baron Beaufort** had supplanted him. Practice was all Bruce got out of the deal, and they didn't even scratch his name from the official entries, which is the reason that all the results carried his name.

Kessler didn't do so badly back East. In the 1st Lime Rock, he won the up to 2-liter race, besting the RS Porsches with a Ferrari Testa Rossa. He was 2nd in the over 2-liter race and was a winner in the owner-driver class.

At Marlboro, he was class E victor in the main with a 6-cylinder Maserati. At Cumberland, he was 3rd overall and 1st in class in the up to 2-liter going with the Testa Rossa. At Thompson, he was 3rd overall, 1st in class in the big race and 1st in owner-driver class with the Testa Rossa.

The next Lime Rocker saw him win the up to 2-liter class, 1st in class, with such notables as **Charles Wallace** and **Lake Underwood** 2nd and 3rd.

Then he went to Europe, where, at least, he saw the Eiffel Tower and met some charming mademoiselles.

Mr. R. Foster, of Westport, (not a Pharaoh), wasn't too keen over my mention that the Easterners are No. 2 violin when stacked up against the Westerners. But after talking to Bruce (NOT his opinion), I am convinced that all you have back there are **Walt Hansgen** and **John Fitch** in **Cunningham's** D-Jags, Wallace and Underwood, in Porsche Spyders (Underwood goes for Cunningham); **Dr. Dick Thompson,** in the Corvette (before he switched to the new Jag); **Paul O'Shea,** unexcelled with the 300SL, and, in production, only **Gaston Andre,** who steers a Morgan.

Bruce is without a car right now. He sold the Ferrari to **John von Neumann,** from whom, I believe, he bought it. He now wants a 3-liter V-12 Ferrari (the one with the Testa Rossa chassis). He doesn't know when he'll be able to get it.

Bill Love a Driver to Watch From Now On

HURDY-GURDY—Jay Chamberlain, the Lotus distributor from Burbank, is back home after cracking up at Reims. He's pretty well battered up—broken collarbone, couple of cracked ribs and banged up inside. Just before he sailed home after 35 days in Europe, **Dusty Mahon,** the well-known travel agent, saw Jay at the American Hospital in Paris, from where he was flown to the British Hospital in London. At the time, Jay didn't look too good to Dusty, but now, thank goodness, Jay's on the way to recovery.

JAY CHAMBERLAIN
Recovering After Reims Crash

A driver to keep an eye on from here on in is **Bill Love,** of San Bernardino. He's driving an AC Ace, but not the one **Bob Oker** drove for **Ed Savin.** The marque prevented Savin from making the deal, although Love wanted the car. Nice going after all Savin and Oker did to popularize the car out here. Love is an ex-pro with Grand Prix experience. He was a winner at Pomona.

. . . **Doug Bailey** is back after 2 weeks in Europe . . . **Tony Parravano** is reported to be in Africa (what could the attraction be?) . . . Rumbles are that a big rallye will be held from Nogales, Ariz., to Mexico City somewhere around Nov. 18, with the windup on Nov. 20, which is a big holiday south of the border . . . **John von Neumann** and his wife, Eleanor, are in Europe for 1 month of vacation (and business). At Pomona, John stashed a wallet with $1100 in the glove compartment of his Carrera; somebody sleeved

(Continued on Page 8, Cols. 4-5)

Technical Analysis:

MILES TURNS IN FLAWLESS EFFORT AT POMONA; FAST START FOR VON NEUMANN

BY E. FORBES - ROBINSON
Top Production Car Driver and Former Journalist

While they were sitting on the starting line in the under-1500cc modified main event at Pomona, there were 8 potential winners overall—if they all finished.

There was not a mile per hour difference in acceleration or top speed of the RS Porsches belonging to Joe Playan, Jean P. Kunstle, Jack McAfee, Dick Morgensen, Sam Weiss or Ken Miles. The other two potentials were Bill Pollack, in the Maserati, and Bob Drake, in the Cooper 1500.

Driving ability on the new circuit sticks out like a sore thumb. It seemed that turns 7, 8 and 9 were the yardstick by which the eventual winners could be picked.

The start was very interesting, with the lead changing hands several times, but the skill being shown through the back section started to pay off for the drivers who eventually wound up among the leaders.

Miles looked like the champion he is, negotiating the back section flawlessly. McAfee put up a performance of an accomplished driver, but couldn't quite match the skill of Miles on this particular day; however he would have finished well up had he not dropped out.

WEISS SAVES CAR

Weiss drove hard and well, and could have finished closer to Miles had he wanted to push his Porsche harder, but he always had in the back of his mind the 6-hour race one week later at Cotati.

Morgensen was driving much better and faster at the end of the race than he was at the beginning.

In the over-1500cc main event, John von Neumann, in the 2.5 Ferrari Testa Rossa, would have won the race regardless—even if every car that started had finished. Granted, Chuck Daigh was leading for the first couple of laps, but the skill with which von Neumann was handling the car left no doubt as to the outcome—a first place and well done.

One thing we did notice, however, was that he started much

(Continued on Page 6, Col. 4)

Exclusive Renault Dealership Opens

A milestone in the rapid growth of the John Green Corp., distributors of Renault, was established with the opening of the first exclusive Renault franchised dealership in Southern California—Michell Bros., 4661 W. Slauson.

Carl and Dick Michell have both been active in the automotive field for the past 20 years, the last eight of which have been devoted to the imported car market.

About 30 exclusive Renault franchised dealerships are planned for the John Green Corp., in Southern California.

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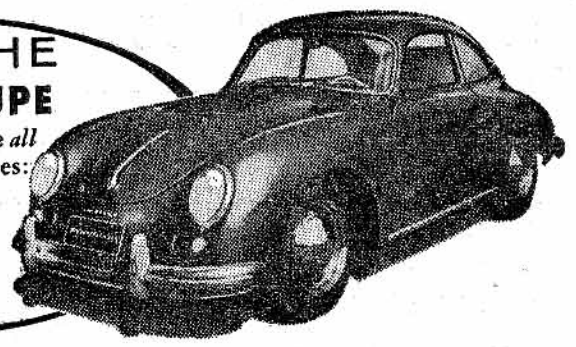

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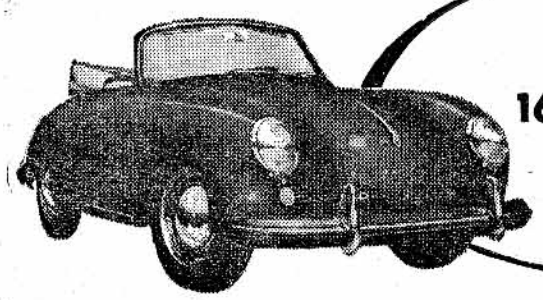

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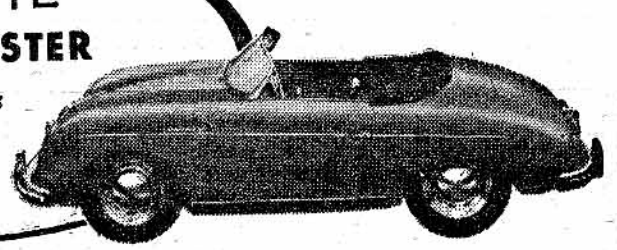

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LONG BEACH—Storey-Ricketts, 740 American Ave.
NO. HOLLYWOOD—Europa Motor Car Co., 11055 Ventura Blvd.
PASADENA—Kraus Motor Co., Inc., 2124 E. Colorado St.
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POMONA RACE CHARTS

4th running Pomona Sports Car Road Races presented by California Sports Car Club. Course—2 miles. Compiled by Long Beach MG Car Club Scoring Team under DOUG BAILEY, scoring marshal. Data on non-finishers by MYRA JONES, Women's Sports Car Club.

SATURDAY, JULY 27

RACE NO. 1—Prod. under 1300cc; *—under 1300cc MG. TIME 17:06. LAPS 10. AVG. 70.2. MILES 20.

Pos.	Car No.	Sec Behind	Driver	Make of Car	Class F
1	263		West, Willie	Alfa Romeo	1
2	167	4.5	Kessinger, Chas.	Alfa Romeo	2
3	20	8.7	Patton, Robt.	Alfa Romeo	3
4	197	21.6	Roetnor, Michael	Alfa Romeo	4
5	41	44	Lee, Eugene	Alfa Romeo	5
6	0	57.9	Honeter, Jim	MGTF	6*
7	247	63.6	Dair, Jack	MGTF	7*
8	236	91	Gleghorn, Jack	MG	8*
9	258	96.1	Michienzi, Mark	MGTD	9*
10	135	106.6	Pickering, Ray	MG MKII	10*
11	40	1L11	Davis, W. M.	MG MKII	11*
12	186	39.1	Jones, Duane	MGTD	12*
13	271	95	Evans, Todd	MGTF	13*
14	34	110	Caselton, Don	MGTD	14*
15	103	138	Roehr, Kenneth	MGTD	15*

5 F, 1G, 12 under 1300cc MG—18 starters. Did not finish—2, Cliff Hensley, MGTD, lost top of piston; 196, Hal Dean, Dyna Panhard, burned piston, 237, Sam Taylor, MGTD, involved in tangle at start of race. Fender bent.

RACE NO. 2—Prod. 1300cc to 1500 cc. TIME 16:18. LAPS 10. AVG. 73.6. MILES 20.

Pos.	Car No.	Sec Behind	Driver	Make of Car	F
1	116		Cadrobbi, Alfred	Porsche Carrera	1
2	72	03	Moore, Jim	Porsche Spd.	2
3	113	11	Bracker, Lew	Porsche Carrera	3
4	318	15	Nelson, Gary	Porsche Carrera	4
5	89	19	Pickering, Ray	MG-A	5
6	24	20	Barker, Ed	Porsche Spd.	6
7	62	21	Lumkin, J. E.	MG-A	7
8	175	32	Schulman, Robert	MG-A	8
9	355	50	Hammond, Michael	Porsche Spd.	9
10	231	1L07	Lance, John	MG-A	10
11	55	08	Freutel, Ed	MG-A	11
12	169	10	Demetras, George	MG-A	12
13	30	12	Brown, Hayden	MG-A	13
14	42	16	Hogan, Harry	MG-A	14
15	111	17	Cooper, Cameron	MG-A	15
16	127	18	Selover, Ed	MG-A	16
17	56	22	Vandagriff, Skip	MG-A	17
18	160	26	Bleak, Jack	MG-TF	18
19	39	31	Welpton, Sherman	MG-A	19
20	153	83	Sparks, Robert	MG-A	20
21	206	2L69	Glickman, Alden	MG-A	21

25F starter. Did not finish—35, George Schillreff, MGA, black-flagged when wheel looked wobbly. Proved to be OK; 67, Bob Brigham, MGA; 110, John Dixon, MGA, connecting rod bearing went out; 141, Sandy Sinclair, MGA, engine missing.

RACE NO. 3—Prod. 1500cc to 2700cc. TIME 15:55. LAPS 10. AVG. 75.4. MILES 20.

Pos.	Car No.	Sec Behind	Driver	Make of Car	D	E
1	81		Love, Wm.	AC Bristol		1
2	192	03	Spears, George	Porsche Spd.		2
3	77	15.5	Forbes-Robinson, E.	Porsche Spd.		3
4	164	49.7	Windhorst, Bob	Austin-Healey	1	
5	174	62	Shillam, Dennis	Porsche Spd.		4
6	12	69	Michelmore, D. D.	Porsche Spd.		5
7	36	70	Farrell, Charles	Austin-Healey	2	
8	200	70.5	Dantzscher, Wm.	TR-3		6
9	184	71	Duncan, George	AC Ace		7
10	250	79	Chartier, Dick	Austin-Healey	3	
11	85	88	Whitelock, Jerome	Austin-Healey	4	
12	331	94	Shipman, Dick	Austin-Healey	5	
13	357	105	Peters, Jesse	Austin-Healey	6	
14	61	1L3.5	Levitt, Dan	TR-3		8
15	228	6	Rice, Patrick	Austin-Healey	7	
16	37	10	Statler, Keith	Morgan		9
17	711	16	Dixon, Bill	Siata		10
18	44	23	Anderson, Thomas	TR-3		11
19	145	27.5	Nast, Thomas	AC Ace		12
20	144	27.6	Simon, Harvey	AC Ace		13
21	52	27.7	Dean, Phil	Austin-Healey	8	
22	33	49.5	Morton, Arthur	Austin-Healey	9	
23	126	49.6	Shumaker, Don	Austin-Healey	10	
24	517	49.8	Quattrocchi, Frank	TR-3		14
25	31	49.9	Bucknum, Ronald	Austin-Healey	11	
26	131	59	Hanner, Chas.	TR-3		15
27	84	2L73	Doushkess, Bill	TR-3		16

13D, 18E—31 starters. Did not finish—48, Gordon Crowder, AC Bristol, lost oil pressure; 146 Hugh Pryor, Austin Healey, nut fell off throttle linkage; 148, Walter Davis, AH, condenser went out; 300, Frank Cairns, Tr2, broken piston.

RACE NO. 4—Prod. over 2700cc. TIME 16:13. LAPS 10. AVG. 74.1 MILES 20.

Pos.	Car No.	Sec Behind	Driver	Make of Car	C	D
1	58		Austin, Jerry	Corvette	1	
2	221	1	Ellico, Ron	Mercedes 300SL		1
3	10	9	von Kaesborg, Lek	Mercedes 300SL		2
4	88	30	Jones, Harry	Mercedes 300SL		3
5	283	31	Porterfield, Andrew	Corvette	2	
6	277	32	Bare, Howard	Corvette	3	
7	83	41	Aarons, Gerald	Corvette	4	
8	69	43	Weller, Bob	XK140MC	5	
9	130	68	Brassell, Chuck	Corvette	6	
10	314	88	Gaskins, Bill	Corvette	7	
11	80	89	Matthews, Jim	XK120	8	
12	166	105	Hart, Norman	XK120M	9	
13	51	1L16	Wood, Hugh	Corvette	10	
14	224	4L6	Morris, Ralph	XK120	11	

3D, 17C—20 starter. Did not finish—32, Edgar Pye, Corvette, hit by spinning car on turn 10, badly bruised leg; 60, Jim Kadin, Corvette, involved in hassle on turn 10; 93, Art Evans, Jaguar, hit hay bale on turn 10; 125, Laurence Clark, Jaguar, involved in same hassle on turn 10; 132, Bob Hoffman, Corvette, suspension not working properly; 137, Dave James, Jaguar, lost rod bearings.

RACE NO. 5—Formula III. TIME 16:10. LAPS 10. AVG. 74.3. MILES 20.

Pos.	Car No.	Sec Behind	Driver	Make of Car	III
1	4		Roth, Rolf	Cooper-Norton	1
2	100	1L3	Frank, Jim	Cooper Mk V	2
3	212	61	Heselton, Cliff	Dan-Triumph	3
4	122	105	Levy, Sam	JBS	4
5	68	158	Lamoureux, Terry	Nonpareil JAP	5

Did not finish—16, Jean Caslin, Cooper, carburetor came loose; 96, Dick Rogers, fuel pump trouble; 101, Harry Morrow, broken U-Joint, bent front end.

RACE NO. 6—Modified under 1000cc. TIME 16:47. LAPS 10. AVG. 71.4. MILES 20.

Pos.	Car No.	Sec Behind	Driver	Make of Car	G	H	I
1	78	0	Snow, Dr. Doug	Panhard	1		
2	230	2	Hough, Boyd	Crosley Sp.		1	
3	65	62.1	Watson, Dave	Monzetta Petit		2	
4	73	62.2	Peron, Perry	Panhard		3	
5	28	105	Stillwell, Morry	Crosley Sp.		4	
6	159	1L3	Verreechia, Vic	Crosley Sp.		5	
7	114	23	Bucklein, Stan	Panhard	2		
8	64	63	Miller, Kenneth	Morris Minor	3		
9	15	124	Bernhardt, Lee	Crosley Sp.		6	
10	87	2L79	Woods, Pete	Seidlitz			1

3G, 7H, 1I—11 starter. Did not finish—157, Tommy Jamieson, Simca Crosley, lost oil pressure.

(Continued on Page 5, Cols. 1-2)

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Pros Race at Willow Springs

Professional road racing under RRR auspices gets its next airing Sept. 28-29 at Willow Springs, near Rosamond.

An important adjunct to the meet will be the screening of drivers seeking competition licenses on Saturday. Bill Cantrell, noted Anaheim speed veteran, heads a committee of six which will screen novices and assist with instructions.

The RRR hopes to lure the small production sedans since their ban by the California Sports Car Club.

Schoenert Aston Martin Wins Valley Concours

Don Schoenert picked up the Best of Show trophy with his near perfection Aston Martin at the San Fernando Valley Concours d'Elegance last Sunday at the Tail O' the Cock.

The show, co-sponsored by Le Cercle d'Elegance, drew 74 competition, classic, antique and late model European and American automobiles to the Valley restaurant.

Trophies were awarded to Bill Doheny, Ferrari 410, for the "Most Unusual Car"; Jack Coerne, Mercedes 190SL, "Cleanest Car"; Ralph Carter, MG TC, "Best Le Cercle Member Entry," and John Wedberg, Ford Model A, "Best American Car."

Class Winners

John Wedberg, Ford, Model A
Dale Hanson, Crosley
George Kleinkramer, MG TC
Lou Turchi, Volkswagen
Tommy Wolfe, 1922 Cadillac
Mal Doherty, Austin-Healey
Howard Erickson, Porsche
Jack Coerne, Mercedes, 190SL
Edith Fink, Jaguar, XK140
Jerry Shane, Mercedes 300S
Carol Zipper, Mercedes 540K
Tommy Wolfe, 1928 Packard
Marion & Charlie Weber, Lancia
Don Ricardo, Mercedes 300SL
Robert C. Goreham, 1905 Maxwell

Fiat-Engined Abarth Posts World Records

MONZA, Italy, July 27—A team of seven Italian drivers ended a three-day marathon on the Monza Autodrome today, their efforts on behalf of Abarth resulting in the posting of 15 world records for the 750cc class.

The Fiat-engined Abarth rolled up 7262.948 miles at an average speed of 100.87mph. Fastest lap was 114.34mph. The marque thus broke its own former standard of 86.78mph for a 72-hour grind last year.

RALLIES

AUGUST

10—Jaguar Owners' Assn., Midsummer's Night Rallye, 2610 Wilshire Blvd., Santa Monica, 7:30 p.m.
10-11—Long Beach Douglas Championship Rallye.
14—Arrowhead FCC "Beer Barrel Rallye."
18—AHOC Monte Carlo type Rallye, Greek Theatre, Parking Lot, 6:45 a.m.
18—AHOC Acceleration tests, San Fernando Valley Drag Strip, 8 a.m.
18—Mercedes-Benz Club Rallye, Fox and Hounds Parking Lot, Yale and Wilshire, Santa Monica, 7:30 a.m.
24—King's Hiway Motor Club, Rallye of Champions, Hayward Airport, 9:30 p.m.
24—Glendale FCCA "Hare and Hounds Rallye III."
24—Phoenix FCCA "Grand Canyon Rallye."
24—Foothill Foreign Car Club Pajama Rallye, Hansen Dam between Glenoaks and Foothill Blvd., 4 p.m.
24—Paramount SCSCC Rallye.
28-1—Leige-Rome-Leige Rallye, Belgium.
31—Republic Motor Sports Club Saturday Nite Beach Rallye.

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Myra's Clipboard

By Myra Jones

NOTES FROM THE POMONA PITS

Pomona Road Races, July 27-28

THIS WAS another hot one—both weather and racing. Although there were differences of opinion regarding some of the decisions, all in all there was a high degree of sportsmanship throughout.

Frank Monise really had a busy week-end. It started at 12:30 Friday night when **Don Hulette** got him out of bed to go down and open up the shop so Don could get the parts he needed to fix the bearings and drums on his Jag. Don really appreciated this effort. Frank started the day with the usual "hassle" of Saturday morning tech inspection. He started practice and at 10 minutes of 11 I saw him towing his car away. He had lost second gear. He took his car to his shop in Pasadena, had the engine out in 18 minutes and in 2½ hours was back at the course, in time to take a first in class in race 7. On Sunday the car was really screaming but he apparently wound it too tight because he pulled off the course with a broken crank.

For all his hardships, Monise was awarded the Pacific Sports Car Club's Hard-Luck trophy.

The rear seal went out on **Harry Hanford's** Lotus in practice, but he fixed it in time to take a 7th in class. He retired the car for Sunday because he wanted to save it for another day. A little old Lotus MG just can't compete with RS Spyders and hold together.

One of the most familiar cars at our races is No. 97, the modified MG belonging to **Bill and Linda Scott.** They have had many, many races and several mechanical failures, but this time he hit a bump near turn 3 and rolled over. Bill came out with two scratched arms and the car has a badly bent front end. **Michael Hammond** very generously offered his No. 355 Porsche to Linda for the Women's race and she took 1st in the under-1500-cc production category.

Ray Pickering has a sign on his No. 89 dashboard reading: "Made in England by Limey's, Modified in the moonlight by madmen." He was involved in the black-flag incident along with No. 62, **John Lumkin.** Ray says he and John were struggling to maintain 1st and 2nd, with John trying to move into 1st. They came around the corner with a much slower car just in front of them. The only thing to do was to swing wide which took them into the gravel and rather than chance a slide by overbraking they just rode on through and returned to the course. The judges ruled they had reentered the course illegally and called for the black flag. The stop at the Black-Flag Information Center caused Ray to finish in 2nd place and John in 5th.

The brand new TR3 belonging to **Bill Creighton** and driven by **Bill and Ruth Doushkess** looked mighty sad. I saw Bill walking through the pits carrying the bent back panel which still had the paper license plate on it. The car also had a badly bent left rear fender and left quarter panel—in other words it was damaged expensively when hit by a Corvette.

Dick Morgensen's Crosley Special No. 230 is named "Little Digger" . . . **Clarke Whitney** is a bit discouraged with his TC No. 79. On Saturday it swallowed a valve. This is the third time this has happened during practice. On Sunday he flipped the car during race 9 and came out with only a scratch on his arm.

During practice, the oil filter broke on **Jean Oddous' Lotus.** He spilled 4 quarts of brand new Steen C oil. Jean rushed out to a local gas station after purchasing a box of detergent and gave the car a thorough bath. On Sunday he slid sideways into a tree on the back stretch but was uninjured . . . **Jerry McGee** broke the crankshaft and block on his No. 180 Corvette in practice . . . **Bill Love,** a former professional driver here and in Europe, proves that experience helps in winning races. He did so well at Paramount in a Jaguar, and won races 3 and 9a with an AC Bristol.

Dr. Dennis Shillam had a fancy blue & white plaid protecting cover for the front of his No. 174 Porsche. . . **Raymond Metchell** and **Charles Winberg** didn't get very far with their super-charged MGA. They were warming it up Saturday morning and blew 6 holes in the block. . . In a near-by pit the **Verreechia Brothers** had a little excitement when they were warming up No. 158 Crosley and the clutch blew up. There were stray bits of metal all over the cockpit but luckily they didn't hurt anyone.

All races seemed to get off in fine style with the new starting system. The "dainty, deep mellow horn," which is the 60-second warning, can be heard all over the pits.

Some of the boys got over-anxious at the start of race 1 and ran into each other. Nos. 135, 237, 40 and 236 all tried to go through the same hole and it didn't work. Result—bent fenders.

Bill Dixon received some dents in his No. 711 Siata when another car came too close. . . . **David Eyraud** was disappointed when his car didn't show up. The mechanic was bringing it out when a rocker arm broke just 3 miles from the course. This meant that **Joan Fischal** didn't have a ride for the Woman's race. . . . **Dr. Doug Snow** was embarrassed after winning race 6 in the No. 78 Panhard. He couldn't start the engine again to return to his pits from the Impound Area. . . . **Kenneth Roehr** was busily making repairs in his pits. He had been black-flagged on Saturday for having a loose exhaust pipe. He had quickly pulled it off and finished the race. On Sunday he took third in the 1300cc MG class.

Stuart Dane spent Saturday in the hospital with his wife, who was having a 9-pound girl, while **Cliff Heselton** was taking a 3rd place trophy with Stuart's No. 212 Dane Triumph. . **Terry Lamboureux** pushed his No. 68 Nonpareil JAP over the finish line after the gear box had loosened and threw both chains. . . **Paul Wenger** blew the gear box on No. 202 Williams Squalo in practice. . . . **George Holcomb** had engine trouble on No. 13 in practice.

John Ruch, one of Dave's Crowd Control boys, tried to help **Harry Morrow** move his No. 101 off the track on turn 3. He made the fatal mistake of grabbing the exhaust pipe and received a badly-burned hand. . . . **Jack Brown** burned a hole in a piston of his Crosley, No. 297 in practice. . . . **Skip Conklin** had a valve guide disintegrate in practice on his No. 27 Lotus. Stray pieces were flowing freely throughout each cylinder making a horrible mess of the pistons and cylinder head. Mickey Mouse stubbed his toe. . . . The timing gear on **John Beihl's** No. 147 Cooper Climax was loose but they fixed it before practice.

Harry Jones was doing a good job of driving **Stan Sugarman's** Mercedes 300SL. About 2 laps before the end of the race the gas line broke and the fumes were very distracting, but Harry finished the race. . . **Leon Miller** is very proud of the new paint on his No. 151 "Wotus Bwossom." . . **Charles Barnett** lost 2 valves in race 8 on his No. 74 S/ch MGTD. They were working frantically to get it ready for the main event. **Dick Lord** opened up his shop in Pomona to get them the parts they needed. They took 2½ laps during the main event and it blew up again . . . **Pete Woods** developed a broken axle housing on his No. 178 D Jaguar in practice. He seemed to be having fun driving the beautifully-prepared Seidlitz Special No. 87—quite a difference between 425cc and 3621cc.

About noon on Sunday **Chuck Porter** discovered he had a bad tire on his No. 181 Mercedes Buick Spl. They dashed into town for a new tire. He went 6 laps and dropped 2nd and 3rd gears . . . **Rolf Roth** had trouble with his gear box on No. 4 Cooper-Norton. He pushed it fro mturn 11 but he finished . . . The **Melrose Racing Team** had 3 cars start and 3 cars finish on both days. This is a record for them . . . **Stan Bucklein, Ione and Bill Wheeler** have combined their two cars and now have one that buzzes around. They have a wheel barrow painted to match with No. 114x on it to carry their tools from the parking area.

Eric Hauser made a quick pit stop to change tires during the main event. A big chunk of rubber had peeled off of a brand new tire.

Al Lundrgren, member of the Long Beach MG Car Club Flag Team, was standing behind a hay bale when a car went out of control and hit him. The result was a broken ankle, received in the line of duty.

My thanks to all the drivers and pit crew who stop me with information for my column. If you want the information accurate, it is up to you to tell me. It makes it very difficult when I have to chase around and find you . . . **Marie Dixon** will be searching for stories at Santa Barbara so try to help her get material for **Marie's ClipBoard.**

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POMONA RACE CHARTS

(Continued from Page 4)

RACE NO. 7—Modified 1000cc to 1500cc. TIME 14:35. LAPS 10. AVG. 82.3. MILES 20.

						F	G
1	50		Miles, Ken	Porsche Targo		1	
2	255	2.4	Weiss, Sam	Porsche 550		2	
3	118	4	Kunstle, Jean P.	Porsche Spy.		3	
4	249	9	Drake, Bob	Cooper Climax		4	
5	29	35	Playan, Joe	Porsche Spy		5	
6	94	36.5	Monise, Frank	Lotus MK XI			1
7	63	38	Lozano, Ignacio	Lotus Climax			2
8	46	61	Morgensen, R. C.	Porsche		6	
9	117	69	Hanford, Harry	Lotus VI		7	
10	124	120	Murrell, R. W.	OSCA		8	
11	151	123	Miller, Leon	Lotus Climax			3
12	150	1L2	Newman, Fred	Lotus Climax			4
13	90	2.2	Oddous, Jean	Lotus MK VI			5
14	102	12	Nethercutt, Jack	Lotus Climax			6
15	119	36	Plass, Robert	OSCA MT		9	
16	129	37	Lawrence, John	MG Special		10	
17	147	37.5	Biehl, John	Cooper Climax			7
18	121	58	Walker, Chuck	MG Minsral Spl.		11	
19	53	70	Knowe, Bill	Lotus Climax			8
20	25	76	Chaffee, Jim	MG Special		12	
21	19	77	Bondurant, Bob	Porsche Cpe.		13	
22	120	2L1	Shaw, William	MG-TC		14	
23	371	3	Peterson, Stan	MG Simca		15	
24	26	3L96	Kerns, Alan Dr.	MG Special		16	
25	225	7L67	Snow, Robert	Snow Spl.			9

17F, 9G—26 starter. Did not finish—66, Dr. Dick St. John, MGTF Special, losing oil through blown gasket.

RACE NO. 8.—Modified over 1500cc. TIME 14:30. LAPS 10. AVG. 82.7. MILES 20.

						B	C	D	E
1	5		Daigh Chuck	Troutman-Barnes		1			
2	11	1	von Neumann, John	Ferrari Testa R 2.5				1	
3	178	4	Woods, Pete	Jag D			1		
4	70	24	Hauser, Eric	Balchowsky Sp.		2			
5	49	31	Drake, Bob	Ferrari 4.9			2		
6	7	33	Ginther, Richle	Ferrari Testa R 2.0					1
7	133	34	Austin, Jerry	Jag D			3		
8	59	35	Oker, Bob	Aston-Martin				2	
9	181	36	Porter, Chuck	Merc. Buick		3			
10	38	39	Bates, Jack	Ferrari Monza				3	
11	204	39.1	Hulette, Don	Jag			4		
12	155	57	Erb, Harold	MGTC Sp.					2
13	95	1L3	Haggerty, John	Ferrari Mond 2.0					3
14	9	19	Friedauer, Bill	Austin-Healey 100S				4	
15	123	66	Manefee, Bob	MGTC					4
16	162	71.6	Rogell, Johnny	Ford T-Bird		4			
17	71	2L2	Pearson, Ron	Volvo Rdstr.					5
18	165	5	Cummings, Mark	Cummings Sp.			5		
19	99	26	Danielson, Bruce	Ferrari MM 1.9					6
20	74	93	Barnett, Chas.	MGTD S/Chg.					7

1A, 6B, 6C, 7D, 7E.—27 starter. Did not finish—14, Alex Budurin, Buick Kurtis, crossed finish line too late to be scored; 149, Bob Bondurant, Tr2, transmission; 152, David McLenard, Cad Kurtis, lost oil; 172, Mickey Thompson, Cad Kurtis, injector trouble; 222 Jacques Bellesiles, wrong tires; 349, George Diloway, water leak; 808, Ronnie Dixon, T-Bird, black-flagged for taking both hans off steering wheel.

SUNDAY, JULY 28

RACE NO. 9—Semi-Main Prod. under 1500cc. MGs only. TIME 29:50. LAPS 18. AVG. 72.4. MILES 36.

Po.	Car No.	Sec. Behind	Driver	Make of Car	Class F
1	175		Schulman, Robt.	MGA	1
2	89	5	Pickering, Ray	MGA	2
3	128	16	Scurlock, Robt.	MGA	3
4	35	30	Schillreff, Geo.	MGA	4
5	62	72	Lumkin, J. E.	MGA	5
6	55	87	Fruetel, Ed.	MGA	6
7	169	88	Demetras, Geo.	MGA	7
8	42	98	Hogan, Harry	MGA	8
9	237	1L3	Taylor, Sam	MG Mk III	9*
10	56	15	Vandagriff, Skip	MGA	10
11	127	29	Selover, Ed	MGA	11
12	231	52	Lance, John	MGA	12
13	160	86	Bleak, Jack	MGTF	13
14	236	89	Gleghorn, Jack	MG	14*
15	103	93	Roehr, Kenneth	MGTD	15*
16	40	2L6	Davis, W. M.	MG Mk II	16*
17	153	25	Sparks, Robt.	MGA	17
18	258	53	Michienzi, Mark	MGTD	18*
19	186	3L17	Jones, Duane	MGTD	19*
20	271	27	Evans, Todd	MGTF	20*
21	247	4L4	Dair, Jack	MGTF	21*

25 MG starter (10 under 1300cc). Did not finish— 0, Jim Honeter, MGTF, sucked valve; 67, Bob Brigham, MGA; 79, Clarke Whitney, MGTC, flipped onto his head, received scratch on arm; 111, Cam Cooper, MGA, went too close to hay bales.

RACE NO. 9a—Semi-Main Prod. under 2000cc excl. MGs. TIME 29:53. LAPS 19. AVG. 76.2. MILES 38.

						E	F	G
1	81		Love, Wm.	AC Bristol		1		
2	77	1	Forbes-Robinson, E.	Porsche Carrera			1	
3	192	10	Spears, George	Porsche Spd.		2		
4	318	20	Nelson, Gary	Porsche Carrera			2	
5	116	28	Cadrobbi, Alfred	Porsche Carrera			3	
6	48	46	Crowder, Gordon	AC Bristol		3		
7	200	63	Dantzscher, Wm.	TR-3		4		
8	711	84	Dixon, Bill	Siata		5		
9	24	85	Barker, Ed	Porsche Spd.			4	
10	12	86	Michelmore, D. D.	Porsche Spd.			5	
11	184	103	Duncan, George	AC Ace		6		
12	355	1L15	Hammond, Michael	Porsche Spd.			6	
13	263	30	West, Willie	Alfa Romeo Spy.			7	
14	167	35	Kessinger, Chas.	Alfa Romeo Spy.			8	
15	20	80	Patton, Robert	Alfa Romeo Spy.			9	
16	197	90	Roetnor, Michael	Alfa Romeo Vel.			10	
17	44	2L4	Anderson, Thomas	TR-3		7		
18	61	9	Levitt, Don	TR-3		8		
19	37	17	Statter, Keith	Morgan		9		
20	145	23	Nast, Thomas	AC Ace		10		
21	72	38	Moore, Jim	Porsche Spd.			11	
22	84	39	Doushkess, Bill	TR-3		11		
23	517	43	Quattrocchi, Frank	TR-3		12		
24	131	44	Hanner, Chas.	TR-3		13		
25	41	57	Lee, Eugene	Alfa Romeo Spy.			12	
26	196	4L10.5	McAbee, Bud	Dyna. Panhard				1

15E, 12F, 16—28 starter. Did not finish—144, Harvey Simon, AC Ace, black-flagged for passing on yellow flag; 174, Dennis Shillam, Porsche Spd, broken axle.

RACE NO. 10—Semi-Main Prod. over 2000cc. TIME 29:56. LAPS 19. AVG. 76.1. MILES 38.

						C	D
1	221		Ellico, Ron	Merc. 300 SL			1
2	58	.5	Austin, Jerry	Corvette		1	
3	10	47	von Kaesborg, Lek	Merc. 300SL			2
4	88	54	Jones, Harry	Merc. 300 SL			3
5	170	80	Vichas, Deno	Merc. 300SL			4
6	277	81	Bare, Howard	Corvette		2	
7	283	91	Porterfield, Andrew	Corvette		3	
8	164	92	Windhorst, Bob	Austin-Healey A90			5
9	224	1L23	Morris, Ralph	XK120		4	
10	146	34	Pryor, Hugh	Austin-Healey			6
11	51	36	Woods, Hugh	Corvette		5	
12	80	39	Matthews, Jim	XK120		6	
13	36	41	Farrell, Chas.	Austin-Healey			7
14	331	42	Shipman, Dick	Austin-Healey			8
15	85	43	Whitelock, Jerome	Austin-Healey 100S			9
16	357	73	Peters, Jesse	Austin-Healey			10
17	250	74	Coffin, James	Austin-Healey			11
18	228	2L8	Rice, Patrick	Austin-Healey			12
19	52	12	Dean, Phil	Austin-Healey			13
20	166	22	Hart, Norman	XK120M		7	
21	314	32	Gaskins, Bill	Corvette		8	
22	130	83	McKeown, John	Corvette		9	
23	33	3L1	Morgan, Art	Austin-Healey			14
24	60	6L95	Kadin, Jim	Corvette		10	

14C, 16D—30 starter. Did not finish— 31, Ronald Bucknum, Austin Healey, brakes went out; 69, Bob Weller, Jaguar, threw all tread off of right front time, flying rubber bent fender; 83, Gerald Aarons, Corvette; 125, Laurence Clark, Jaguar; 132, Bob Hoffman, Corvette; 148, Walter Davis, Austin Healey.

(Continued on Page 11, Cols. 4-5)

FERRARIS SCORE AT POMONA

(Continued from Page 1)

Special; Jerry Austin, D-Jag; Ginther, Oker and Bates—which was the way they stacked up in the early going.

Only on the 9th lap was von Neumann threatened by Hauser, but for the rest of the 42 laps he was in front by plenty of daylight.

Not long after Daigh was out, Austin withdrew with clutch trouble. Chuck Porter Buick-Mercedes, who had been coming up from 9th spot, went out with transmission grief.

RUGGED DUELS

The real interest was centered on two duels—one involving Ginther and Drake, the other Bates and Oker. These were corkers.

Drake was unable to tame the big Ferrari until about the 14th whirl, when he boomed up into 5th spot behind von Neumann, Hauser, Ginther and Bates, with Oker right behind.

This was a new deal for Oker, long a familiar figure behind the wheel of Ed Savin's AC Ace-Bristol. Now he was steering for Joe Lubin—and giving the Aston Martin a real ride.

On lap 20, Ginther passed Hauser and moved into 2nd. Meanwhile Drake had boomed past Bates and Oker, and on the 32nd was led only by von Neumann and Ginther, and 2 laps from the finish caught the latter. The 42nd and final lap saw von Neumann lap the 5th-place Bates, although a discrepancy in the racing charts does not show this.

Pete Woods, who took 3rd in Ronnie Milosevich's D-Jaguar in Saturday's big race, never started Sunday. The housing had opened up on the rear axle in practice.

Again deserving of a cheer was Harold (Bob) Erb, who took 6th in his rugged supercharged MGTC Spl, ahead of an Aston Martin, 3 Ferraris and other assorted marques.

The actual overall record for the course was set by Miles—84.4mph, .3 of a mile faster than von Neumann's winning mark. He lapped the entire field, although second-place Sammy Weiss was saving his RS Spyder for the following week's 6-hour enduro at Cotati.

Dick Morgensen, Porsche RS, was third, more than 2 laps behind.

WEISS TAKES LEAD

The race started out as though it would be an interesting one. Weiss led for the 1st 3 laps, followed by Joe Playan, in his brand new RS Spyder; Jean P. Kunstle, RS Porsche; Jack McAfee, in Stan Sugarman's RS that had only 30 miles on it; Miles, Frank Monise, Lotus, and Drake, 1500 Cooper Climax.

Playan shot in front on lap 4, Weiss took command again on the next whirl, and then Playan, turning into the straight, hit Weiss. Joe's rear wheel caught in the middle of Weiss's car, spinning around. He smashed into a pylon and was forced out.

On lap 6 Miles took over, was pressed by McAfee on the 9th and 10th and then again from the 16th through the 20th. After that it was no contest.

Six laps from the finish a connecting rod pulled apart in McAfee's mount—and out he went. He also had the wrong gears for the short 2-mile course.

RUTH LEVY WINS

Other Sunday winners were

(Continued on Page 8)

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• Checkered Flag

By Art Lauring
Los Angeles Times Columnist

CONCOURS STAGED TO BOOM BOOZE, FOOD SALES

IN THE OLD, reciprocating engine Army Air Force the boys had a saying: "The wind blew and the 'you-know-what' flew!" This can more or less describe what transpired at the recent Blarney Castle whatchamacallit.

Confusion reigned supreme. When the alarums and excursions from both within and outside ceased and the captains and kings departed, left behind were outraged feelings on the part of show car owners who had lead-bottomed pulchritude dent metal, plus bewilderment from other owners who found dragsters and hot-rods capturing prizes.

All of which points up one pertinent fact: the Concours d'Elegance has been grabbed by bistro proprietors as a gimmick to stimulate food-and-booze sales! Because of this, the activity may be on the verge of being racketed into oblivion.

Originally a Concours was a colorful affair wherein qualified judges, who know something about road machinery, could distribute trophy and ribbon largesse according to tradition and protocol. Cars were evaluated according to type, price and condition. Now we find the startling phenomena of gleaming chromed VWs receiving over-all awards; dragsters getting 'best-of-show' kudos and other extremely odd events.

NO QUALIFIED JUDGES

There are apparently no attempts being made by the promoters (saloon keepers) to properly police the displays, let alone obtain qualified judges.

Visitors now rub their cotton-picking hands on body finishes, spill drinks on upholstery and (as was the case of the Blarney Castle fiasco) climb all over hoods and fenders! .....

There is yet time to salvage the Concours and restore its prestige. It is this scribe's suggestion that henceforth the number of Concours be sharply reduced; that they be entirely divorced from any commercial connection (and this includes car dealer sponsorship as well as restaurant backing) and that all showings be conducted on a more dignified, mayhap austere, plateau and financed by the car owners with proceeds donated to sweet charity.

★

THE HELMET DEAL

PARTS BIN . . . Much ado about nothing, methinks, best describes the frenetic furore anent the **Doc Snively** crash-helmet report. The furore of course, is coming from a strange fringe of would-be experts who make so much anti-Snively mouth-noise that their grey matter seems to have become unglued. At least that is how it sounds to this chronicler. The fact of the matter is simply this: fabrication of crash helmets has been primarily conducted on a by-guess-and-by-gosh basis by most manufacturers. Doc Snively of Sacramento (a race driver on his own) has conducted a series of impact tests using cadaver skulls encased in different standard helmets. With the exception of two casques, Toptex and Bell, which both use non-resilient or crushable material, the rest of the helmets are made of non-crushable material which transmit impact energies to the aforesaid skulls, thereby producing fractures. Because helmet makers are primarily honest and sincere citizens, they are vitally interested in the results of the Snively research. They have indicated that they are going to refabricate their helmets so as to increase safety. That's what the shootin's all about . . .

LOTS OF MOOLA GONE

The Riverside track is paved some 3.7 miles worth. Still undetermined is who does what and which to whom insofar as staging races there is concerned. When anyone tries to get an answer all that comes forth is evasion, double-talk or else downright abuse . . .

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POMONA TECHNICAL ANALYSIS

(Continued from Page 3)

faster than usual, which proved he should try it more often.

DRAKE SECOND

Drake was second only because Richie Ginther's pit crew dropped the ball completely. When Richie, driving a litle 2-liter Ferrari, managed to get past Eric Hauser, Eric stayed right on his tail, pushing him very hard for about half the race. Then Eric pulled into the pits—and this was when Richie's pit crew dropped their guard and allowed him to slow down and relax. What they did not realize was that Drake, who was having a heck of a time with the 4.9 Ferrari at the beginning of the race, finally began to tame the brute and bring it under control.

It was purely a matter of muscles, and Bobby was determined not to let the monster beat him down. When he had it sorted out, he started to move up, passed Jack Bates' Ferrari Monza, then Bob Oker's Aston Martin. Hauser had dropped out, and he was running third.

BATTLE ON AGAIN

While Richie was balloon-footing it the last 10 minutes, Drake caught him and the battle was on again, with Drake finally crossing the finish line just one second in front of Richie. This shows how important an alert pit crew is in the outcome of a race.

This week bouquets to two very improved drivers—George Spears, in a Porsche Speedster, and Robert Schulman, in the MGA. Both drove beautifully.

Santa Barbara Races Next for Cal Club

Eighth running of the Santa Barbara sports car road races will be held Aug. 31-Sept.1 at Goleta Airport. Sponsor is the California Sports Car Club.

Officials look for an entry of more than 200. Santa Barbara Jr. Chamber of Commerce will be co-sponsor.

The annual concours d'elegance will be held at the Biltmore Hotel Labor Day.

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RACE—6-Hour Endurance. Laps completed by winner—224. Miles—425.6. Avg. miles per hour—70.93.

Pos.	Car No.	Laps	Drivers	Make of Car	Category-Position
1	59	224	Bob Oker-Bob Drake	Aston Martin DB3s	3M-1
2	55	223	Sam Weiss-G. Gartung	RS Porsche Spyder	1M-1
3	249	220	P. Woods-G. Dilloway	Aston Martin DB3S	3M-2
4	12	209	J. Porter-E. Beagle	Porsche Spyder 550	1M-2
5	39	208	J. R. Lowe-Bob Cole	Lotus Le Mans	1M-3
6	45	199	T.-Brandes-M. Marston	Austin Healy 100 S	2M-1
7	117	199	C. Leson-J. Playan	Maserati Monza	1M-4
8	155	196	P. S. Talbot-J. Dalton	Corvette FI	3P-1
9	159	194	J. Haggerty-E. Hauser	Ferrari Mondial	2M-2
10	17	194	J. Orr-B. Gillespie	AC Bristol	2P-1
11	189	193	G. Nelson-J. Moore	Porsche Carrera	1P-1
12	70	192	C. Block-F. Block	Porsche Carrera	1P-2
13	93	190	J. Clelland-M. Davis	Porsche Carrera	1P-3
14	25	189	J. Shonle-G. S. Baxter	Arnolt Bristol	2P-2
15	68	186	J. Woods-Geo. Snively	TR3	2P-3
16	190	186	J. Barneson-B. Potter	TR3	2P-4
17	187	181	D. Tatom-B. Beasley	Austin Healey	2P-5
18	158	179	L. Hartman-D. Riley	MGA	1M-5
19	77	170	A. Nielsen-R. Nix	Jag XK 140 MC	3P-2
20	34	169	C. Gray-R. M. Sherman	Corvette FI	3P-3
21	170	168	E. Vincent-J. Woodward	Porsche 1600	2P-6
22	97	168	L. Jones-Freudenberg	TR Special	2M-3
23	138	165	L. Bourke-A. Marshall	MG TD	1P-4
24	156	143	B. Olson-G. St. Louis	Austin Healey	2P-7
25	231	126	J. Parkinson-B. Pringle	Austin Healey 100 S	2M-4

INDEX OF PERFORMANCE

Overall	Pos.	Car No.	Category	Index
Production	1	189	1P	.99801
	2	70	1P	.99476
	3	93	1P	.98290
Modified	1	55	1M	.98834
	2	59	3M	.97783
	3	39	1M	.97405

Pos.	Car No.	Category	Index	Pos.	Car No.	Category	Index
1	59	M	.97783	14	25	P	.94669
2	55	M	.98834	15	68	P	.92836
3	249	M	.95660	16	190	P	.92674
4	12	M	.92735	17	187	P	.87881
5	39	M	.97405	18	158	M	.79621
6	45	M	.87113	19	77	P	.81022
7	117	M	.88086	20	34	P	.79056
8	155	P	.91545	21	170	P	.87888
9	159	M	.85861	22	97	M	.74249
10	17	P	.969.54	23	138	P	.88002
11	189	P	.99801	24	156	P	.69596
12	70	P	.99476	25	231	M	.55003
13	93	P	.98290				

SUNDAY, AUG. 4

RACES 1 and 2 (Combined). Production MG & Production sedans. Novice and senior drivers. 10 laps.
RACE 1—(Production sedans). Time 18:07.

Pos.	Car No.	Driver	Make of Car	Class Position H	G	F
1	126	Robert Ellis	Volvo			1
2	167	Stan Peterson	Volvo			2
3	72	Ed Fawcett	Simca Aronde		1	
4	163	Larry Albedi	Simca Aronde		2	
5	123	Glenn St Louis	Renault Dauphine	1		
6	114	Robert Lyons	VW Ghia		3	
7	164	Lawrence Hagin	Ford Anglia		4	
8	94	Lendal Gray	Morris Minor	2		
9	162	John Barnes	DKW	3		
10	240	James Boderno Jr.	DKW	4		
11	150	Gordon Runblad	Goliath	5		
12	127	Robert Heard	VW		5	
13	165	Henry Yesson	Renault Dauphine	6		
14	161	James Maxey	DKW	7		

RACE 2—(Production MG's). Time: 18:07. Fastest Lap: 1.50.79—Moran.

				F	G
1	92	James Moran	MGA		1
2	52	Fraser Sibbald	MGA		2
3	73	Dan San Abbott	MGA		3
4	141	Donald Gard	MGA		
5	182	Le Roy Schuldis	MGA		
6	31	John Jordan	MGA		4
7	110	Bob Winkleman	MG TC		1
8	80	Donald Lambert	MGA		5
9	49	Morton Gray	MG TD	2	
10	62	Keith Bryan	MG TD	3	
11	33	Gordon Wilson	MG TD	4	
12	135	Ernest Moreno	MGA Rdstr '56		6
13	148	Stephen Froines	MG TD Rd. '53	5	
14	132	LeRon Jensen	MGA		7
15	137	Charlotte Duncan	MG TF RD. '54	6	
16	31	Ed LaMantia	MG TC Rd. '48	7	
17	56	Marshall Swope	MG TD	8	
18	152	Lawrence Mitchler	MG TD	9	
19	138	Leon Mandel	MG TD	10	
20	154	R. L. Murray	MG TD	11	

Did not finish 191, James Crank, MGA; Belmont Reid, MG TF.

RACES 3 and 4 (Combined). Modified Cars—Classes H G F. Modified Cars—Class E and above. Novice only. 10 Laps.

				H	G	F	E
1	106	C. S. Howard III	OSCA			1	
2	95	Stanley Sugarman	Cooper '56			2	
3	175	Byron Snow	Lotus			3	
4	16	John Miller	Lotus		1		
5	1	Larry Albedi	VW-Ghia			4	
6	92	James Moran	MGA Rd. '56			5	
7	148	Stephen Froines	MG TD Rd. '56			6	
8	143	Milt M. Brown	Fageol Spl.	1			
9	137	Wm. Brooks	MG TF		2		
10	21	Marshall Swope	Crosley Spl.		2		
11	138	Leo Bourke	MG TD		3		
12	19	Joseph Graves	JG Poof Rd. '53	3			

Did not finish—149 Jerry Lewis, MG Spl.

RACE 4—(Modified Class E and above).

				B	C	D	E
1	151	James Williams	Allard J2X	1			
2	145	Dennis Sullivan	Jag XK 120		1		
3	4	Jack Flaherty	Aston Martin Chev		2		
4	160	Robt. Reeves	Jag 140 MC '56		3		
5	121	Don LaBrucheria	Jag XK 120 '52		4		
6	109	Dr. W. G. Swett	Lancia			1	
7	178	Wallace Thomas	MG TD '52			2	
8	153	Joseph McGee	TR3				1
9	122	John Evans	TR2				2

Did not finish—47 Norman Ellerman, Austin-Healey 100S; 124 Tom Hixon, TR3.

RACE 5—Production Cars, Class G and F only. Novice drivers only, 10 laps. Time: 17:20.8. Fastest lap: 1:48.01 Eichel.

				G	F
1	102	Deet Eichel	Porsche 1600		1
2	777	Charles Adams Jr.	Porsche 1600S		2
3	92	James F. Moran	MG A		3
4	179	Carl Mayer	Porsche Spstr.		4
5	182	LeRoy Schuldies	MG A		5
6	180	Theo. Robinson	Porsche Super		6
7	75	Dansan Abbott	MG A		7
8	147	Robt. Philips	Alfa Romeo	1	
9	107	Charles Kuhn	Porsche 1600		8
10	81	John Jordan	MG A		9
11	177	Harold Anderson	Porsche Super		10
12	141	Donald Gard	MG A		11
13	80	Donald Lambert	MG A		12
14	135	Ernesto Moreno	MG A		13
15	129	Belmont Reid	MG TF	2	
16	148	Steven Froines	MG TD	3	
17	132	LeRon Jensen	MG A		14
18	152	Lawrence Mitchler	MG TD	4	
19	174	Norman Ward	MG A		15
20	31	Ed LaMantis	MG TC	5	
21	38	Dorothy Noble	Alfa Romeo	6	
22	137	William Brooks	MG TF	7	
23	56	John Miller	MG TD	8	

Did not finish—154, R. L. Murray, MG TD.

(Continued on Page 8, Cols. 1-2)

COTATI RACES

(Continued from Page 1)

Beagle; Lowe-Cole.

Rod Carveth, Aston Martin, was the first one to pull out. A pinion gear broke and he failed to complete a lap. On the second tour, Ignacio Lozano, 300SL (teamed with Harry Jones), lost his oil pressure—and out he went.

Another Sugarman car—the Porsche RS Spyder—with Jack McAfee at the wheel, was kaput at the end of 45 minutes. The car, which blew a crank, was in 4th place at the time. Ruth Levy was the co-driver for this one.

In today's main event, Jack Graham, Aston Martin Chevrolet, took the lead at the start, followed by John Barneson, tooling the big Chrysler-powered Hagemann Special.

Barneson spun and Weiss overtook Graham to lead from the second lap until the finish. For the first 20 laps he was turning just over 1:32.

In the under-1500 classification, Weiss was followed by Jack McAfee, Cooper '56, and Chick Leson, 1.5-liter Maserati. The over 1500 class winner was Barneson, who came back to overtake Graham; then Graham, and Stan Peterson, Chevvle-Healey.

Races were attended by some 3000 fans today. They were sanctioned and sponsored by the San Francisco Region of SCCA, with all proceeds going to the Hanna Boys Center and the Snell Memorial Foundation. —GUS V. VIGNOLLE.

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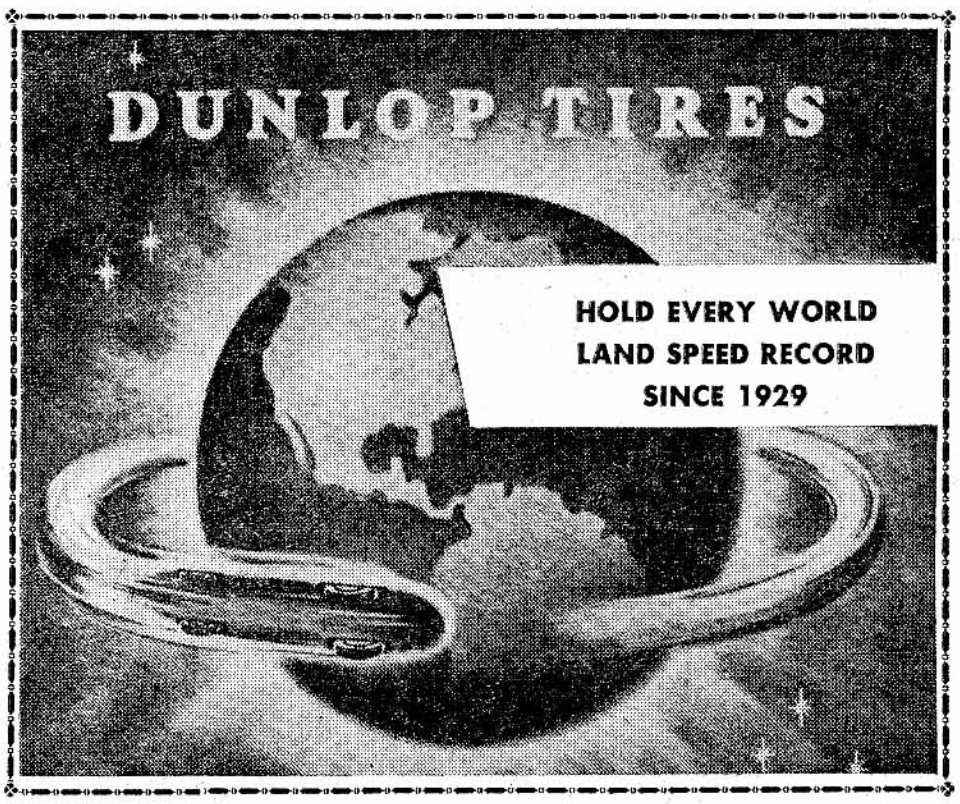

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COTATI RACE CHARTS

(Continued from Page 7)

RACE 6—(Novice). Production Cars, Class E and above. 10 Laps. Time: 16:23.1. Best Lap: Bent 1:42.

				B	C	D	E
1	67	Robert Bent	Corvette	1			
2	168	Ray Altman	Corvette	2			
3	139	James Mannon	Corvette	3			
4	183	Floyd Shannon	Jag 140 MC		1		
5	142	Herbert Quong	Corvette	4			
6	160	Robert Reeves	Jag 140 MC		2		
7	69	Stan Sugarman	Mercedes 300 SL			1	
8	3	Ronnie Berryman	Austin Healey 100M			2	
9	115	W. T. Scarborough	Corvette	5			
10	194	J. Patrick Mahony	AC Bristol				1
11	116	Cliff Wright	Jag 140 MC		3		
12	130	Roger Stone	Jag 120 M		4		
13	57	Don Dayne	TR 3				2
14	109	Dr. W. G. Swett	Lancia			3	
15	153	Joe McGee	TR 3				3
16	28	Geo. Butcher	Aston Martin			4	
17	122	John Evans	TR 2				4
18	211	Scott Zarbaugh	TR 3				5
19	63	Thomas Walters	Corvette	6			

Did not finish—145 Dennis Sullivan, Jag XK 120M; 121 Don La Brucherie, Jag 120.

RACES 7 & 8 Combined—Senior. Production Cars, Classes G & above. 15 Laps. Time: 23:56.2. Best Lap: 1:38.5 Talbot
RACE 7—Production—Class G & F.

				G	F
1	189	Jimmie Moore	Porsche Carrera		1
2	78	Ted Conrad	Porsche 1600		2
3	70	Fred Block	Porsche Carrera		3
4	170	Ed Vincent	Porsche 1600 S		4
5	102	Jack Woodard	Porsche 1600		5
6	38	Marion Lowe	Alfa Romeo Vel	1	
7	93	James Clelland	Porsche Carrera		6
8	86	Brett Morehouse	Porsche Spdstr		7
9	91	Geo Gartung	Alfa Romeo	2	
10	52	Fraser Sibbald	MGA		8
11	110	Bob Winkleman	MG TC	3	
12	188	Arthur Torres	Porsche 1500		9
13	32	Robert Potter	MGA	4	
14	49	Lendal Gray	MG TD	5	
15	30	Prudence Crosby	Alfa Romeo	6	
16	137	Charlotte Duncan	MG TF	7	
17	13	Leo Bourke	MG TD	8	
18	33	Gordon Wilson	MG TD	9	

RACE 8—Production—Class E & above.

				B	C	D	E
1	196	Bob Byrd	Corvette	1			
2	155	P. S. Talbot	Corvette	2			
3	194	Fred Knoop	AC Bristol				1
4	17	Jim Orr	AC Bristol				2
5	100	Ray Seher	Jag XK 120		1		
6	144	Geo. Snively	AH Le Mans			1	
7	53	Robt. O'Brien	AH Le Mans			2	
8	58	Bud Morris	TR 3				3
9	172	Duane Rice	TR 3				4
10	68	Jim Woods	TR 3				5
11	133	Dick Newhall	AH 100 M			3	
12	51	Stephen Holman	TR 2				6
13	156	Bill Olson	AH 100				7

Did not finish—69 Harry Jones, Merceds-Benz 300SL.

RACES 9 & 10 combined—Senior. Modified Cars, Classes H-G-F. Modified Cars, Classes E & above. 30 Laps. Time: 45:47.2. Fastest Lap: Weiss 1:32.3.
RACE 9—Modified H-G-F.

				H	G	F
1	55	Sam Weiss	Porsche 550			1
2	95	Jack McAfee	Cooper '56			2
3	117	Chick Leson	Maserati 1.5			3
4	12	Eldon Beagle	Porsche 550			4
5	63	Ignacio Lazano	Lotus		1	
6	46	Jim Hughes	Lotus		2	
7	444	Jack Duncan	MG Spl '55			5
8	175	Larry Taylor	Lotus LeMans		3	
9	39	Jim Lowe	Lotus		4	
10	37	Stan Peterson	MC Simca Spl			6
11	52	Fraser Sibbald	MGA '56			7
12	79	Bill Wood	Deutsch B.	1		
13	138	Mitch Sayers	MG TD			8
14	143	Ed. Ingalls	Fageol Spl	2		
15	137	Charlotte Duncan	MG TF			9

Did not finish—35 John Young, Young Spl.; 78 Ted Conrad, Porsche 1600; Deet Eichel, Porsche 1600; 169 John Porter, Porsche 550.

RACE 10—Senior. Modified E & above.

				B	C	D	E
1	44	John Barneson	Hagemann Spl.	1			
2	4	Jack Graham	Aston Martin Chev	2			
3	134	Stan Peterson	Chev Healey		3		
4	166	Gordon Glyer	AH 100 S			1	
5	111	Bob Oker	TR 3				1
6	102	Jack Woodard	Porsche 1600				2
7	78	Ted Conrad	Porsche 1600 S				3
8	151	James Williams	Allard J2X	4			

REPORT ON CRASH HELMETS

(Continued from Page 2)

out and **did offer protection.** The ones that did not have a non-resilient liner failed to protect against bottoming.

SOME WERE MORE COMFORTABLE THAN OTHERS

The results indicated that good protection against low energy blows could be provided by all of the helmets tested. Some would be more comfortable than others, at low energy impact, but all would provide a reasonable degree of protection against such LOW ENERGY blows. By the time high energy application of force had been reached, however, only the helmets with the non-resilient liner were able to absorb sufficient of this energy to give any great degree of protection, and this is mathematically expressed by the charts that accompany the report.

The end point of bottoming indicates this better than any other one finding.

(To be Continued)

NARY A SINGLE MISHAP

(Continued from Page 1)

saw the cars travelling a common route for the first 14 miles. At this point they split into two sections, making a giant circle from the Mojave Desert to Big Pines. Elevations on the route varied from sea level to 8000 feet.

Impressive is the fact that approximately 75,000 miles were travelled by the cars—and there was not ONE single traffic accident involving a rallye car. As far as is known, there wasn't even a scratched fender, nor was one moving traffic violation issued during the 135 miles.

220 AWARDS

Trophies and awards, in charge of Ed Vogler, totalled 220. They were presented at Poinsettia Playground by Sam Hanks, 1957 Indianapolis 500 winner.

The sponsoring Santa Monica 4-Cylinder Club wishes to thank all the clubs which co-sponsored in making the tremendous showing, without whose help and support such a success could not have been achieved.

POMONA RACES

(Continued from Page 5)

Ruth Levy, Porsche RS (as usual); McAfee, Porsche RS; and Ron Ellico, 300 SL (spectacular drifting out of turn 1 in a good race with Jerry Austin, Corvette); Bill Love, an ex-pro who really knows his stuff, AC Bristol (not the ex-Savin mount as reported earlier) in a narrow one over E. Forbes-Robinson, Porsche Carrera, and Bob Schulman, MGA, after Ray Pickering, MGA, who had been running 1-2 with John Lumpkin, MGA, both were black-flagged (3 times off the course with all 4 wheels). Their warning stop at the Black Flag Information Booth cost them the 1st 2 places and they wound up 2nd and 5th, respectfully.

Some 12,000 fans paid (admission raised from $2 to $3) to see the races for the 2 days. The gross, including taxes, was $32,500, according to CSCC, which staged the races.

DAIGH ON TOP

SATURDAY'S ACTION—Eight 10-lappers were carded, and Daigh raced the T-Bird-powered Troutman-Barnes Special to a 1-second big-bore victory over von Neumann, in the 2.5-liter Ferrari Testa Rossa. Woods was 3rd in the D-Jag, followed by Hauser, Balchowsky Spl., and Drake, 4.9 Ferrari.

Daigh averaged 82.7mph, a record for the course up to that time.

Daight took the lead at the start, followed by Hauser and von Neumann. On turn 3 of the 3rd lap, Woods, who had been gaining ground, passed Daight, but he later relinquished the lead as both Daigh and von Neumann went by him.

The under-1500 for modifieds was Miles just about all the way in the Porsche Spyder after Kunstle led for the first tour. The winning 82.3mph average also was a new record for this class at Pomona.

WEISS SECOND

Weiss was second in the RS Porsche Spyder, then Kunstle, Porsche Spyder; Drake, Cooper Climax, and Joe Playan, in his brand new RS.

The real duel in this one involved Weiss and Kunstle. Once the little Sacramento pilot passed him, there was nothing Kunstle could do, except to hang onto his tailpipes practically all the way. It was a corker. Weiss ranks with the upper bracket in the under-1500 modified going.

Others winners were Dr. Doug Snow, Panhard; Rolf Roth, Cooper-Norton; Jerry Austin, Corvette; Bill Love, AC Bristol; Alfred Cadrobbi, Porsche Carrera, and Willie West, Alfa Romeo Giulietta.

FLAGMAN HIT

In the big production car race which Austin won, Alvin Lundgren, of Riverside, a flagman, suffered a broken ankle on turn 10. He was clobbered by a haybale which was smashed right in the center by a Jaguar driven by Art Evans, who claims you have to be a driver to write about this dodge. Two other cars were involved in the tangle— a Corvette, driven by Edgar Pye, and another Jag, plloted by Larry Clark. Pye suffered minor injuries.

Love looked good in winning, comporting himself as though he had plenty of experience behind him.

Another eye-opener was the ride given the Carrera coupe by Cadrobbi, apparently a newcomer from Reseda. He passed Jimmy Moore midway in the race on the main straight as though he were standing still, and he had easy going from then on. The guy was flying.

CALENDAR

AUGUST

11—100 Kms. of Sweden.
17-18—New York Region SCCA National races, Montgomery, N.Y.
17-18—SCCA races, Lime Rock, Conn.
17-18—5th Annual Veteran Car Races, Catalina Island.
25—WSCC Cocktail Concours, Pen and Quill Restaurant, Manhattan Beach, 4 p.m.
26-1—National Speed Trials, Utah.
31-1—CSCC races, Santa Barbara.
31-1—San Francisco Region SCCA Arcata Road Races, Arcata, Calif.

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VIGNETTES BY VIGNOLLE

(Continued from Page 3)

every red cent of it . . . And **Betty Shutes** is reported to have lost a bundle at these races . . . Popular **Clark McCartney,** one of the hardest-working guys in the SF Region of SCCA (he should be the next RE), fell from the scorers' tower at the Cotati races and wound up with a broken right arm . . . Big, affable **Bob Evans** has his works Austin-Healey up for sale. This is the nifty job that had been road-tested by Road & Track and Motor Trend, and was piloted by **Roy Jackson-Moore.** Don't miss his jumbo classified ad in this issue.

Big Plugs for Lou Brero Memorial Races

. . . Everybody in No. Calif. is plugging and supporting the first annual Lou Brero Memorial road races (SF SCCA) at Arcata, Calif., Aug. 31-Sept. 1. This one's co-sponsored for charity by the Redwood Sports Car Club and the Veterans of Foreign Wars, District No. 21. The late Lou, who was killed at Hawaii last April, was THE NICEST guy we ever met in road racing. Most people feel the same way, and that's why everyone wants to support Arcata . . .

. . . Another deal you shouldn't miss are those Veteran Car races (5th annual) slated for Aug. 17-18 at Catalina Island. This is the roughest road race course in the world. Our good friend, **Lindley Bothwell,** who won the 1st 3 on the island, goes in a 1913 Cadillac—and this writer is wagering 3-1 that he wins it . . . **Johnny McLaughlin,** sales mgr. for the cycle div. of La Canada Motors, reports those Italian 2-wheelers are going great. **Signor Muratori,** liaison officer for Moretti and most of the Italian cycles, adds the Caproni Vizzola and Chimera Aer Machi are going great . . . The Riverside track allegedly has slated a race for latter September for the Cal Club (and is the SCCA hot after they were given July and August dates) . . . And talking about being hot, ask **Lindley Bothwell** what he thinks about the Cal Club allowing Kunstle to race after the SCCA kicked him out. Miles, who co-drove with him at Sebring, fixed it all up . . . **Forbes-Robinson** is doing good in aiding the unknowns with blackboard driving instructions before the races. He had some 25 men and women before Saturday's practice at Pomona. But this still is a small undertaking when you compare it with what **Jim Lowe** and the people up San Francisco way are doing.

. . . I was up in San Francisco last week-end for the Cotati races and you should just get an idea of the antipathy expressed against **Ken Miles** and **Ray Frug** of the Cal Club for their losing efforts to take the Laguna Seca Fort Ord race from the SF Region of the SCCA . . . and **Kjell Kvale's** "popularity" didn't seem to be increasing.

. . . Gold Suit has decided not to jam up the road race program at Palm Springs in November. He's changing his stock car race date at Pomona.

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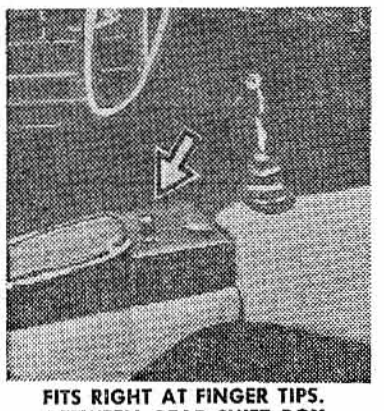
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San Francisco Newsletter

• Dear Gus

By Tom Wilson

HELMET DEAL DEVELOPS INTO INTN'L HASSLE!

DEAR GUS:

You surely have stirred up a hornet's nest with that helmet deal. From a small local deal that only concerned the San Francisco Region, it has developed into an international hassle that may implicate **Johnny Dulles** and may cause Fiat to recall that last boatload. The S. F. Region of SCCA started it all through a desire to improve the design of helmets and the initiative of one racing member who realized that they were very inadequate protection for his own skull. He was backed by the meager resources of the **Pete Snell** Memorial Fund and went to work on the problem. His worst fears were confirmed as a result of these tests.

At first a deafening silence greeted this report. Then, as the manufacturers recovered from shock, some went to work to improve their helmets and others took their pens in hand to view with alarm. As a result, the new Bell and Toptex helmets, are safer, lighter and more comfortable than ever; so they deserve any endorsement by the S. F. Region. Other manufacturers gave their assurances that the recommended improvements would be made. To date there has been no evidence of changes and none of the improved samples has been received by the foundation.

A LOCAL DEAL

Few people realize that this was purely a local deal. It was just another improvement that the S. F. Region initiated in road racing, such as the snow fence, trained unit fire dept., safety-belt tester, fully equipped crash truck, and the central control phone system. In fact, they were racing when an XK Jag and a TC could win a race.

SCCA National donated $300, for which they no doubt felt that they were taking over, since **John Bishop** has sent a letter insinuating that S. F. was a bit previous in its helmet mandate. National has had many years and much loot to initiate such research but they were only interested in carrying the windshields, bumpers and mufflers on production cars. Talk about premature mandates — they sure backed water on that one.

COUNTER-ATTACK BACKFIRES

Tony Pompeo, distributor of Machpi helmets, decided that testimonials would accomplish the same results as redesigning his helmets, but it backfired on him. The follow quotes are from the New England Repion "Pit Talk."

Pompeo quotes **Paul Sagan,** who crashed at Lime Rock: "I do want to say that I still like the Machpi helmet and I am convinced that it saved my life."

In the following isue of "Pit Talk," Sagan wrote: "It is quite possible that the helmet saved my life by absorbing the primary shock but it is my own personal opinion that it was incapable of any further protection as it was virtually torn to shreds by the initial impact. I consider myself very lucky to have escaped any head injuries under the circumstances and would positively not wear the same model of this helmet again."

Gus, did you notice the large ad for Gentex in Sports Car, which quotes that it is "approved by all racing associations." No wonder John Bishop is concerned with those upstarts in S. F. If a certain guy does not win a race soon, they might lose that Oilzum ad also. That would be disastrous, since it would put the endorser back as an amateur again.

SNELL MEMORIAL FUND

Gus, to get the record straight, the Pete Snell Memorial Fund was started by the S. F. Region of SCCA, with **Marge Snell** and **John Luce** appointed as trustees. Their first and only purpose has been the promotion of the race driver's safety and the helmet research under the direction of **Dr. George Snively** is their only project. They have received about $1000 in donations from 25 contributors, none of whom are helmet manufacturers. Among them were SCCA $300, Peninsula Sports Car Club $200, Sacramento SCC $50, and the balance by 22 individuals.

If the helmet people start screaming, they should be reminded that the only place where their helmets are banned is in S. F. Region races and all helmets will be approved when they meet specifications and the heat will do no good because we have nothing to sell and are only interested in the welfare of our members and guest drivers.

It is generally recognized that **George Snively** knows what he is doing and will not be pushed around. His research is thorough and unbiased and the S. F. ban will stick regardless of SCCA National and its desires not to offend its advertisers.

If National wants to crack its collective skull, it is only pursuing its past policy of "get the dough but do nothing that might offend the guys who make some of these sucker traps." Some of those production car rulings have got the boys wondering who is running the sports car racket. Some of the boys are spending a thousand bucks to prepare their cars for an SCCA production race and that din't good — it's getting rugged.

The boys up here think that our deal concerns stock in helmet companies, but we know better; don't do anything about it till you hear from me.

With best regards,

tom wilson

Toptex Helmet Answers Manufacturers

EDITOR'S NOTE—In the last issue of MOTORACING four crash helmet manufacturers expressed their views on the recent Snell Memorial Foundation Report. Most decried the report's results and the Toptex helmet, which was recommended as a result of the tests. In this issue, Toptex is permitted to express its views.

In analyzing the lengthy diatribes against both the Dr. G. G. Snively-Snell Fund Research and Toptex helmets, I believe the answers to the salient complaints are so incredibly simple and evident that enthusiasts will enjoy accurately pinpointing that which is "dangerously misleading and patently worthless,"

As to shells, Dr. Snively's tests illustrated how just head weight alone combined with a 34mph velocity pyramids into 500 foot pounds of energy, and that impacts of this magnitude severely taxed materials contained in 24-40 ounce helmets. The subsequent public recording of fractures of shells and skulls mysteriously confounded helmet suppliers volubly concentrating on the shell phase of the business.

Obviously, shells weighing ounces, with wall thickness measured in thousandths, are badly overstressed in gigantic impacts, **particularly when unsupported.**

We consequently use a light (5 oz.) ½" cellular liner to provide a bridge-absorbant function in order to fully exploit the load-spreading characteristics of rigid shells — the energy-impact pregnancy must be absorbed and not ignored or combatted with massive use of redundant, non-discriminating materials. Rubberous, resilient liners are incapable of shell strength augmentation, and such construction deteriorates rapidly under repeated blows—irrespective of wishful thinking or claims to the contrary.

MAXIMUM PROTECTION

As to liners—in concentrating the aforementioned 500 foot pound energy into the very few square inches of head-helmet contact area, one can see instantly that the necessary absorbing media must differ markedly from the bathroom sponge. Also, it is evident at this point (in view of the energies and material weight allowable) why the helmet must be stressed for maximum protection. Only a very severe impact will crush the primary cell structure of the expanded polystyrene, and the remaining insulation is still infinitely superior to resilient liners when bottoming the head against the shell or vice versa.

Above all, this material is incapable of **irregularities** or storing of energy during impacts, it being common knowledge that damaged brain cells do not regenerate with subsequent permanent impairment of intellect and function. Our current liner can be replaced for less than $5 by anyone with a spatula, "policing" of the **exposed** line by depth-guaging with a toothpick. A new liner in development will reduce costs by 50%. Equally important, this material is excellent for temperature insulation.

As to tests—Dr. Snively has given freely of his time in answering all questions. Everyone has been advised that the incidence of skull fracture was used only as **a reference of measurement.** Particularly revealing was that the impact pendulum data confirmed cadaver test results, fallacies of "testimonials", and differed only in that impinged helmet liners disintegrated badly on the metal test headform which would not necessarily be true of "accident-Display" specimens. The Snell Fund work is being reviewed with favorable comment by major safety and helmet standards organizations.

RE-USE DANGEROUS

As to diversionary tactics — readers make their own determination from the display of helmet suppliers' attitudes, methods and abilities. The dangerous "re-use of damaged helmets" recommendation can be evaluated by anyone familiar with the characteristics of fiberglass with damaged or insufficient resin bond.

Other than the outstanding infrequency of the situation, serious fractures and delaminations may be invisible—the structural integrity of the shell materially impaired at any rate. Due to infinite variables in accidents, particularly in rotational forces, we consider any irregularities in the liner interior unthinkable and use pads only for fit.

Sling suspensions work only in tension and presuppose infinite shell rigidity which is far from the actual case—we dislike the weight and complexity of a labyrinth of webbing which terminates in metal brackets and numerous shell perforations.

ABSORPTION QUESTIONABLE

Finally, the absorbtion is questionable and highly localized. Other inadequacies include high-cut helmets made apparently for the manufacturers' convenience and not consumers' safety. One new liner material on the market crushes easily under finger pressure and returns deceptively to its original appearing state. One universal answer for most helmet complaints is to research handling methods and determine how the best helmet might be obtained at the least price.

In conclusion, it is well known that the exclusive Toptex liner was developed only through years of **combined** research in the fields of head injury and optimum materials by personnel involved in major experimentation in human tolerances. For a decade Toptex helmets have eclipser others in major flight test and law enforcement agencies. A notable recent selection was the APH-5 non-resilient lined helmet by the U. S. Navy. As another achievement involving scientific analysis combined with operational experience, we are most honored by the recommendation received from the Pete Snell Memorial Fund.

Norm Benedict,
V. P. Toptex, Inc.

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European Scene

By W. Robert Nitske

STREAMLINED MG GOES AFTER WORLD'S RECORD

TO BOLSTER sagging interest in, and to boost sales of, their sports cars, the MG engineers have been working on a new fully-streamlined version of their record car to establish new world records in class F.

The engine of the MG EX 181, as the creation is known, has been developed from the regular B-motor. The 1500cc 4-cylinder engine has twin overhead camshafts and is supercharged. It is placed in the center of the frame and behind the driver's position. Since the total height of the vehicle is less than 40 inches, the driver will almost lie down to pilot the record machine.

The body is fully enclosed. A tubular frame is used. The front suspension is of the standard MG-A type and rear axle is a De Dion adaption.

Stirling Moss and **Phil Hill** are scheduled to drive the record car on the Bonneville salt flats beginning August 13, under the supervision of **Captain George Eyston,** who drove there in 1938. His 5½-ton 24-cylinder colossus reached a speed of 357.5mph.

240 MILES PER HOUR

It is expected that the MG-built machine will reach a top speed of about 240mph. Much, of course, will depend upon the condition of the salty surface. The best average **John Lockett** was able to achieve last August, with another car, was 170.15mph on the 13-mile straightaway.

The present world record for the 1.5-liter category is held by **Goldie Gardner,** who drove an MG EX 135 type on the German autobahn near Dessau in 1939 at a speed of 204.2mph. The goal of the factory people is to exceed this old mark and establish a new record with their new experimental vehicle.

★

The new RS-2 Porsche creation will enter competition when the new Italian Formula II cars, with their fabulously powerful engines, will appear on the racing circuits of the Continent. Several of the Grand Prix events are open for this category.

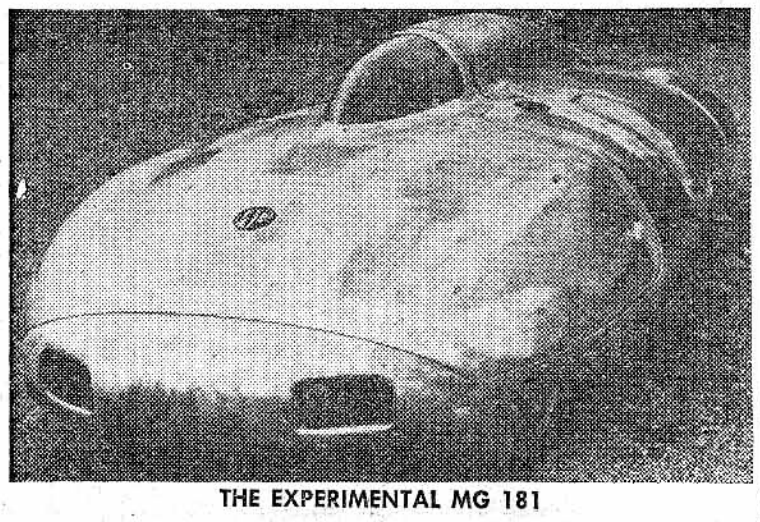
The new model is actually 70 pounds lighter, narrower and shorter, and nearly 5 inches lower than the present RS Spyder. It has a slightly V-shaped front axle and a completely smooth front end. Oil reservoir and radiator are located in the front. There is no opening for the oil cooler, thus reducing the air resistance by some 5%. And by eliminating the cooling blower some valuable horsepower is gained.

SAVE HORSEPOWER

A form of jet cooling has been used, nearly eliminating altogether the now needed 8.8 horsepower, at 7300rpm engine speed, to supply the 1300 liters airmass.

The fuel injection system is similar in principal to that employed by the W-196 Mercedes-Benz racing engine. It is of the direct injection type and gives the Porsche engine increased power output at lower fuel consumption and considerably improved responsiveness.

With the services of the excellent **Umberto Maglioli** assured and the formerly AWE factory driver **Edgar Barth,** the new Porsche car should even excell the superb showing of the remarkable RS Spyder. Their 1500 RS cars, similar to those used at Sebring recently —it might be well to recall— bested the 3.5-liter Jaguars and 2-liter Ferrari Testa Rossas at the Nurburgring and placed fourth and seventh in overall standings.



THE EXPERIMENTAL MG 181

★

Of interest might be the fact that of the 4364 Porsche 356 models built in 1956, a total of 73% were exported. This is the highest percentage exporte rate of any German-built passenger car.

Seventy per cent of production was exported of the Borgward Isabelle, the Opel-Captain, and the 300 line of Mercedes-Benz (Factory figures include the 300, 300S, and 300SL models).

56% EXPORTED

Incidentally, of the 333,190 Volkswagens produced, only 56% were shipped out of the country.

And of the 422,250 passenger cars licensed in Germany last year, there were 188 American Fords and 153 Chevrolets. This speaks well for the Ford sales organization, since German Ford sold only 36,709 (all models) cars compared with 82,796 Opels (all models). Opel is, of course, a General Motors enterprise, and the Opel cars will be made available in this country soon. The Rekord model will be distributed by the Buick dealers; the Pontiac dealers will sell the British Vauxhall.

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ALFA ROMEO GIULIETTA Parts: 5:12 differential, nearly new, for short course, for hill climbs, gives maximum performance. Also set of new Veloce cam shafts. Ong Aircraft Corp., P.O. Box 214, Kansas City, Mo.

KURTIS 500 (ex-Bill Stroppe), ready to race, $2500. With or without engine. Bargain: 5 Halibrand 15" x 4½" wheels (magnesium). $125 for set. R. Selfried, Jr., 38321 E. 12th, Palmdale, Calif.

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ALFA ROMEO SPYDER, white with black interior, excellent condition, 10,000 miles, $2950. OLympia 2-9819, evenings.

1956 LE MANS AUSTIN HEALEY, ex-works, driven by Roy Jackson-Moore. This is the car that was road tested by Road and Track March '56, and Motor Trend September '56. Has recorded 116 mph, 0-60 mph in 8.2 sec., SS¼ miles in 16 sec. (doing 83.4 mph). This car recently lapped the new Riverside International Track at 78.35 mph in street trim. Suitable for tall person. I am 6'4". Completely gone through since last race. All cylinders test 160 lbs. Extras include new Ferodo racing brakes, competition shocks and springs, 9 to pistons, 2 mounted Dunlop spares, RI tread, 4 unmounted Dunlops, racing exhaust pipe, A-H racing screen, complete towing equipment. At last Palm Springs race, from dead last (fouled plugs) caught and passed every standard and Le Mans Healey plus a 100S. Finished third behind two 100s. If you are interested in a proven dual purpose machine that is ready to bring home a cup, contact Bob Evans. EX 5-9926, VE 8-6545, 3409 Club Drive, Los Angeles. Asking price: best offer over $2950.

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Manney's Follow-Up at Reims:

Musso Nabs Big One; 2 Killed; Chamberlain Hurt

By HENRY N. MANNEY III
MOTORACING Staff Correspondent

REIMS, France — This year's racing event put on by the Automobile Club of Champagne on the fast Reims-Gueux circuit was held on the weekend of July 14, France's big holiday. Acting on the principle that a big date is worth a big whingding, they staged a 12-hour sports car race for production and Grand Turismo vehicles, a 37-lapper for the new Formula II (1500cc unblown on gasoline), and a full Grand Prix of 500km for the big boys.

Henry Manney III

Although no championship points of any sort could be amassed at this meeting, all the important teams turned up, as the champagne bottlers were underwriting the whole shebang and offering lots of loot.

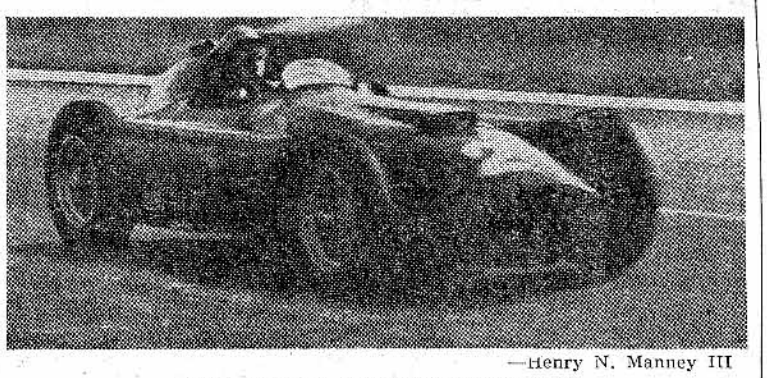
Ferrari, after some earlier setbacks this season, came through in fine style and took home practically the whole distillery, Belgians Frere and Gendebien walking off with the enduro in one of Enzo's 3-liter coupes (with Phil Hill second), Maurice Trintignant outlasting two Coopers in the newest V-6 to grab the semi, and Thrusting Young Man Luigi Musso blasting home in the big go, after Lewis-Evans' Vanwall faded, to garner an overdue win.

The Lotus team, so successful at Le Mans, should have stood in bed, for they lost one team car when Jay Chamberlain of Burbank, Calif., crashed and landed in the hospital, another when Mackay Fraser went off the road and killed himself, a team driver hit a motorcyclist in town and had endless trouble with the authorities, the two cars for the 12-hr. were disqualified for arriving late for scrutineering, and the ones that were left mostly had mechanical trouble.

2ND FATALITY

There was one other fatality: England's Bill Whitehouse, in a streamlined Cooper, blew a tire at speed in the Formula II race, which caused him to swerve off into a field and roll. The car caught fire and although a helicopter provided by the organizers speedily removed him to a hospital, he died from his burns.

The 12-hr. sports car race, starting at midnight on Saturday, was confined to production sports and GT cars. Hill went out in front straightaway and defied the best efforts of GP driver Gendebien to catch him in a sister-team Ferrari; after refuelling, however, co-driver Seidel didn't keep up the good work and the Belgian 12-holer took the lead, never to be displaced. Those Modena machines, in fact, took the first five places, the next two being occupied by the two Porsche factory cars.


—Henry N. Manney III

LUIGI MUSSO AT SPEED IN FERRARI
He Was Winner of Reims Grand Prix.

Prize for patience should go to the AC Bristol of Gretener-Dixon, who were shunted in the back by the Zagato-Ferrari, had the gate closed on them by the selfsame clot, forced off the track, and chopped off a telephone pole, yet carried on to finish third in the class. Later they found the rear hub was nearly cracked through.

BITTER STRUGGLE

The Formula II race from the very start was a bitter struggle, the Coopers of Salvadori and Brabham and Trintignant's Ferrari swapping the lead some 48 times in the first 20 laps. The British racers seemed to be a little quicker at the top end and also to handle better on the realy fast swerves; the Ferarri, though, got a lot better bite through and out of the slow corners and thus had superior bottom-end acceleration.

However, the event was just a little too long for the green cars and they wilted under the strain; just about the time Brabham dropped out, Mac Fraser began to move in the D.O. sports Lotus. Travelling very fast, he had worked up to third and was making place noises when he got loose on some oil on a fast curve, locked up his brakes, left the course on the inside, and was thrown out on his head very near where Chamberlain had rolled in practice. Mac, however, did not have the benefit of the clover field Jay had; his helmet was split open and he died instantly.

Trintignant, meanwhile, continued his fight to get away from Salvadori, who finally put up the fastest lap, but inevitably the little red car proved the leader, followed by France's Jean Lucas (Cooper), Marsh (Cooper), and Salvadori going putti-putti. The Porsche was 5th, the first Lotus 9th, the Osca 10th.

Start of the big car race was strictly bush league; one driver forgot his hat, another his goggles . . . all dreaming of that 10 million francs (at 400 to the dollar) first.

Stuart Lewis-Evans, pint-sized English driver, who was subbing for the ailing Stirling Moss (who had his head full of seawater from a water-skiing mishap) in the English Vanwell, immediately jumped into the lead and began to pull away from the combined might of Ferrari and Maserati; Musso (F), Collins (F), Fangio (M), Hawthorn (F), Behra (M); the high-tailed four-banger had the speed on this very fast course and that's all there was.

Collins was the first to go, with smoke pluming from the left bank of the V8, and after a seesaw battle with Fangio for third that lasted for 25 laps, Hawthorn, Gendeblen and a much-improved Gregory were clicking hubcaps around 8th position for a full 20 laps until Masten's Maser fell ill and had to pit for a plug change.

BELGIAN DISAPPEARS

The Belgian Ferrari driver carried on by himself for a few tours and then suddenly disappeared, to be seen no more, leaving the KC pilot firmly in 8th. Hawthorn's disappearance let the steady Behra up behind Fangio into fourth.

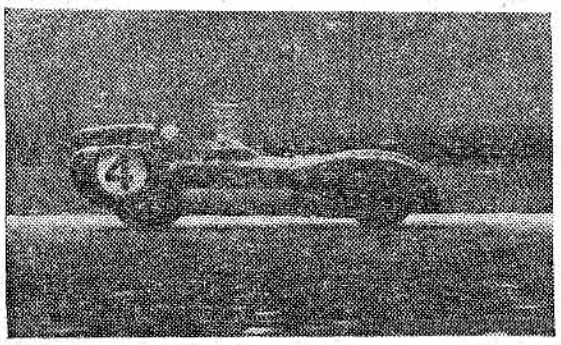
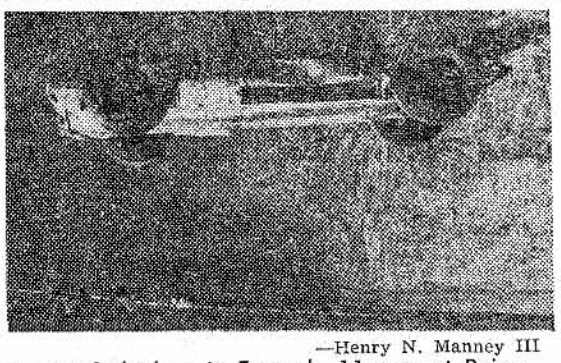
Behra sat behind the old gentleman, comfortably, sucking draft, they not really extending themselves yet as neither the Vanwall or Musso were considered likely to complete the full 61 laps. Once Fangio got a little loose on Thillois hairpin and Behra came by with a broad smile splitting his battered face; a few hundred yards behind whistled the Argentinian, talking to himself, trying to wish the Maser back into third.

Meanwhile, back at the ranch, oil was coming out of everyplace on the leading Vanwall and getting into everything on Lewis-Evans—the pedals, in the seat, under the goggles, into the clutch. Naturally he began to slow, and Musso, yellow helmet tilted back, blasted past at Muizon to take over the first spot. The Britisher's brakes commenced to fade and the green car was passed by the inseparables, Behra and Fangio, and was in danger of being caught by charger Harry Schell, who had been hurling his Maserati around at a great rate.

MUSSO ON TOP

Fangio, although circulating at speeds that would curl our hair, was not about to try to catch Musso; not so Behra, who put up the fastest lap (202kph) trying to overhaul the young Roman and keep ahead of Juan Manuel. However, t'was not to be, and Musso, long overdue, ran home the winner at an average of 198.5 kph, with Behra almost half a minute behind, followed by Lewis-Evans, Schell, Salvadori (Vanwall) Gould (M) Gregory (M) (pushed over), Bueb (M), Piotti (M), Halford (M), Brabham Cooper).

Fangio? His Maser came to a clanking halt five laps from the end at Thillois and was credited with 8th. He rode back to the pits on the back of a Lambretta — a bitter pill for the Vespa distributor for Argentina.



—Henry N. Manney III

MACKAY FRASER, 1500cc DO Sports Lotus, shown in 3rd place in Formula 11 race at Reims. Photo was taken one lap before he crashed and was killed. At right, Jean Behra, Maserati, leads the pack in 1st lap of the Grand Prix race. Fraser's demolished car is seen in foreground.

POMONA RACE CHARTS

(Continued from Page 5)

RACE NO. 11—Semi-Main Modified and Formula III. TIME 15:10. LAPS 10. AVG. 79.2. MILES 20.

					C	D	F	G	I	III
1	188		McAfee, Jack	Porsche 550 RS		1				
2	349	19	Dilloway, Geo.	Aston Martin	1					
3	222	31	Bellesiles, Jacques	Ferrari Monza	2					
4	8	46	Pollack, Bill	Maserati 150S		2				
5	53	53	Knowe, Bill	Lotus Climax			1			
6	149	55	Bondurant, Bob	TR-2	3					
7	119	64	Plass, Robt.	OSCA MT		3				
8	147	65	Biehl, John	Cooper Climax			2			
9	16	101	Geslin, Jean	Cooper Norton						1
10	96	1L14	Rogers, Dick	Cooper MK VIII						2
11	121	22	Walker, Chuck	MG Mistral Sp.		4				
12	25	26	Chaffee, Jim	MG Sp.		5				
13	45	48	Myers, Robt.	Cooper						3
14	68	51	Lamoureaux, Terry	Nonpareil JAP						4
15	129	56	Lawrence, John	MG Sp.		6				
16	120	57	Shaw, Wm.	MGTC		7				
17	102	105	Nethercutt, Jack	Lotus Climax			3			
18	808	110	Dixon, Ronnie	Ford T-Bird	1					
19	122	2L29	Levin, Gene	JBS						5
20	225	73	Snow, Robt.	Snow Job Sp.			4			
21	87	3L8	Woods, Pete	Seidlitz Sp.				1		
22	4	79	Roth, Rolf	Cooper Norton						6

1C, 3D, 8F, 5G, 1I, 9 III, 27 starter. Did not finish— 13, George Holcomb, Echo JRW, burnt piston; 26, Alan Kerns, MG Special, threw rod; 100, Jim Frank, Cooper V, burnt piston; 212, Clifford Heselton, Dane Triumph, lost oil pressure.

RACE NO. 12—Under 1500cc Main Event. TIME 59:45. LAPS 42. AVG. 84.4. MILES 84.

					F	G	H
1	50		Miles, Ken	Porsche Targo F	1		
2	255	1L21	Weiss, Sam	Porsche 550	2		
3	46	2L24	Morgensen, R. C.	Porsche 550A	3		
4	8	3L14	Pollack, Bill	Maserati 150S	4		
5	63	63	Lozano, Ignacio	Lotus Climax		1	
6	151	4L64	Miller, Leon	Lotus Climax		2	
7	150	68	Newman, Fred	Lotus Climax		3	
8	73	8L10	Peron, Perry	Panhard			1
9	230	9L47	Hough, Boyd	Crosley Sp.			2
10	159	57	Verreechia, Vic	Crosley Sp.			3
11	114	10L34	Wheeler, Bill	Panhard Rdstr.		4	

8F, 7G, 5H—20 starter. Did not finish—28, Morry Stillwell, Crosley Special, threw rod; 29, Joe Playan, Porsche 550, collided with 255 on turn 11; 53, Bill Knowe, Lotus, sheared rear hub. (Wheel stayed inside fender); 64, Kenneth Miller, Morris Minor, no oil pressure; 65, Dave Watson, Monzetta Petit Prix, hit hay bale; 94, Franke Monise, Lotus, broken crank; 118, Jean Pierre Kunstle, Porsche 550, started race without 1st & 2nd gear, oil pressure too low and care overheating; decided not to overstress the car; 188, Jack McAfee, Porsche 550RS, connecting rod pulled apart; 249, Bob Drake, Cooper Climax, blew engine.

RACE NO. 13—Women's Race. TIME 12:30. LAPS 8. AVG. 76.8. MILES 16.

					C	D	E	F	G
1	88		Levy, Ruth	Porsche 550RS				1	
2	349	30	Davis, Mary	Aston-Martin		1			
3	149	71	Anderson, Janet	TR-2			1		
4	193	73	Shutes, Betty	Porsche Spd.				2	
5	355	79	Scott, Linda	Porsche Spd.				3	
6	164	97	Windhorst, Barbara	Austin-Healey		2			
7	84	1L19	Doushkess, Ruth	TR-3			2		
8	92	23	Wilson, Louise	TR-2			3		
9	191	25	Cano, Louise	Denzel Spy				4	
10	71	33	Hirsh, Joan	Volvo Rdstr.			4		
11	85	38	Matthews, Sue	Austin-Healey		3			
12	228	55	Rydstrom, Pat	Austin-Healey		4			
13	224	57	Maillman, Jeannie	Jaguar XK120	1				
14	237	62	Taylor, Norah	MG-MK II				5	
15	258	86	Dixon, Marie	MG-TD				6	
16	25	90	Chaffee, Dorothy	MG Special				7	
17	114	100	Wheeler, Ione	Panhard Rdst.					1
18	61	2L29	Markey, Anna	TR-3			5		
19	41	42	Lee, Maureen	Alfa Romeo Spy				8	
20	43	72	Bostic, LaRuth	Austin-Healey		5			

1Cp, 4Dp, 2Dm, 4Ep, 1Em, 5Fp, 3Fm, 1Gm—21 starter. 9 over 1500 ccp, 3 over 1500 ccm, 5 under 1500 ccp, 4 under 1500ccm. Did not finish—135, Janis Owen, MGMKII ,left rear fender rubbing on tire (It had been bashed during start of race 1).

RACE NO. 14—Over 1500cc Main Event. TIME 59:55. LAPS 42. AVG. 84.1. MILES 84.

					B	D	E	C
1	11		von Neumann, John	Ferrari Testa R 2.5		1		
2	49	46	Drake, Bob	Ferrari 4.9				1
3	7	47	Ginther, Richie	Ferrari Testa R 2.0			1	
4	59	86	Oker, Bob	Aston Martin		2		
5	38	93	Bates, Jack	Ferrari Monza		3		
6	155	2L13	Erb, Harold	MGTC Sp. S/Chg.			2	
7	349	53	Dilloway, Geo.	Aston Martin		4		
8	222	54	Bellesiles, Jacques	Ferrari Monza		5		
9	70	3L32	Hauser, Eric	Balchowsky Sp.	1			
10	95	4L23	Haggerty, John	Ferrari Mond. 2.0			3	
11	149	60	Bondurant, Bob	TR-2		6		
12	71	7L102	Pearson, Ron	Volvo Rdst.			4	
13	99	9L75	Danielson, Bruce	Ferrari MM 1.9			5	

4B, 4C, 7D, 6E—21 starter. Did not finish— 5, Chuck Daigh, Troutman-Barnes Special, differential fell apart; 9, Bill Friedauer, Austin Healey 100S, throttle trouble; 14, Bruce Kessler & Alex Budurin, Buick Kurtis, broken axle; 123, Bob Menefee, MGTC; 133, Jerry Austin, D-Jaguar, clutch trouble; 162, Johnny Rogell, Ford T-Bird, transmission; 181, Chuck Porter, Mercedes Buick, transmission, dropped 2nd and 3rd gears; 204, Don Hulette, Jaguar, lost wheel.

201 official entries (scratches included). 338 starters in 2 days of racing. 64 retirements (19% approx.).

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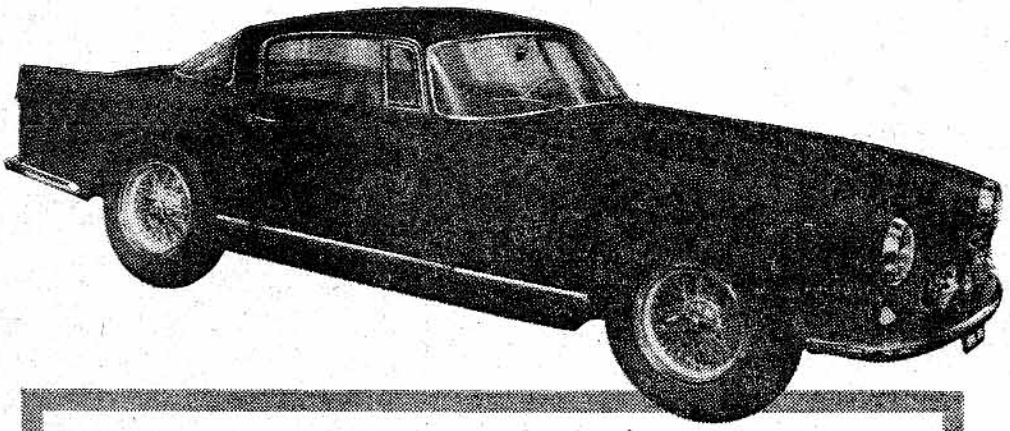

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